2018–2021 The second se

TRANSPORTATION IMPROVEMENT PROGRAM



RESOLUTION A-742:

APPROVAL OF FY 2018 NORTH JERSEY TRANSPORTATION PLANNING AUTHORITY SELF-CERTIFICATION

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

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

WHEREAS, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) issued the final Metropolitan Planning regulations effective June 27, 2016 amending 23 CFR 450 and 49 CFR 613 to incorporate revisions to the Metropolitan Transportation Planning Process; and

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

WHEREAS, 23 CFR part 450.334 specifies that concurrent with submittal of the proposed TIP to USDOT as part of the STIP approval, MPOs shall certify that the metropolitan planning process is being carried out in accordance with all applicable requirements; and

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

- 23 U.S.C. 134 and 49 U.S.C. 5303-5306, which require a continuing, cooperative, and comprehensive transportation planning process that results in plans and programs that consider all transportation modes and supports community development and social goals;
- Sections 174 and 176(c) and (d) of the Clean Air Act (42 U.S.C. 7504, 7506(c) and (d)), and 40 CFR part 93, which require that implementation plans in metropolitan areas be in conformance with the requirements of the Clean Air Act Amendments, and require that the MPO not approve any project, program, or plan which does not conform to the aforementioned implementation plan; and
- Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000 d-1), 49 CFR part 21, and 23 CFR part 230, and the Title VI assurance executed by the State under 23 U.S.C. 324 and 29 U.S.C. 794;
- 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex or age;

- Section 1101(b) of the FAST Act (Pub. L. 114-94) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
- Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and U.S. DOT regulations "Transportation for Individuals with Disabilities" (49 CFR parts 27, 37, and 38);
- Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- Section 324 of title 23, U.S.C., regarding the prohibition of discrimination based on gender;
- Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 35 regarding discrimination against individuals with disabilities;
- The provisions of 49 CFR part 20 regarding restrictions on influencing certain Federal activities:
- All other applicable provisions of Federal Law; and

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

WHEREAS, the Transportation Improvement Program has been fiscally constrained as required by Section 450.324(h) of the Planning Regulations; and

WHEREAS, the Metropolitan Transportation Planning Process, as carried out by the NJTPA, complies with 23 CFR 450 and 49 CFR 613, including the preparation of:

- a Unified Planning Work Program (UPWP) which annually identifies and describes urban transportation activities, programs and projects to be undertaken during the course of the fiscal year;
- a Regional Transportation Plan (RTP) adopted by the NJTPA every four years and revised as necessary, describing policies, strategies and facilities or changes in facilities proposed;
- a multi-year TIP, which includes an annual element and is consistent with the RTP; and

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

- consideration of air quality requirements;
- technical activities to the degree appropriate for the area and complexity of its transportation problems; and

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

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

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

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

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

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

Certification

I hereby certify that the above is a true copy of a resolution adopted by the North Jersey Transportation Planning Authority at its scheduled meeting held on November 13, 2017.

Murphy
Mary K. Murphy
Executive Director, NJTPA

One Newark Center, 17th floor, Newark, NJ 07102 (973) 639-8400 • fax (973) 639-1953 • www.njtpa.org



Peter S. Palmer, Chair Mary K. Murphy, Executive Director

December 11, 2017

Hon. Richard T. Hammer Commissioner New Jersey Department of Transportation 1035 Parkway Avenue Trenton, NJ 08625

Dear Commissioner Hammer:

The North Jersey Transportation Planning Authority, Inc. (NJTPA) is pleased to transmit these final copies of the FY 2018-2021 Transportation Improvement Program (TIP), the FY 2018-2021 TIP/State Transportation Improvement Program Air Quality Conformity Determination, and the federally required FY 2018 Self-Certification of the Urban Transportation Planning Process for northern New Jersey.

As part of the "3C" planning process, we have coordinated the development of this TIP with the New Jersey Department of Transportation's Bureau of Capital Investment Planning and Development and with officials from each of the 13 northern New Jersey counties and the cities of Newark and Jersey City. The result is a TIP that outlines all federal transportation investment programmed for FY 2018-2021 in the NJTPA region in a manner that is clear and comprehensible to government agencies, state officials, and interested citizens.

The TIP has been developed according to the requirements set forth in the Fixing America's Surface Transportation (FAST) Act and all other appropriate federal regulations. The TIP is a fiscally constrained federal and state-funded program that is based on reasonably anticipated revenues from the U.S. Department of Transportation and various non-federal sources. The document provides a regional overview of the program development process and includes the federally required financial plan.

On behalf of the NJTPA I request that you forward the TIP to the Federal Highway Administration.

Very truly yours,

Executive Director, NJTPA

cc: Michael Russo, NJDOT

North Jersey Transportation Planning Authority, Inc. Board of Trustees

The NJTPA Board of Trustees consists of one elected official from each of the 15 subregions – 13 counties and the cities of Newark and Jersey City – in the NJTPA region. The Board also includes: a Governor's Representative and representatives from the New Jersey Department of Transportation, NJ TRANSIT, the Port Authority of New York & New Jersey, and a Citizen's Representative appointed by the Governor.

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An Overview of the FY 2018 - 2021 Transportation Improvement Program

The FY 2018 - 2021 Transportation Improvement Program (TIP) contains detailed information on the funding, scheduling, and purpose of transportation projects in the NJTPA region. The TIP includes projects that are programmed for engineering, final design, right-of-way acquisition, and construction.

Highlights of the program include:

- A total of about \$12.27 billion in investments over the course of four fiscal years.
- Nearly \$1.7 billion for road, bridge and related NJDOT projects and programs in the upcoming fiscal year (FY 2018).
- Nearly \$2.0 billion for transit (NJ TRANSIT and PANYNJ PATH) projects and programs in FY 2018.
- In FY 2018, an emphasis on safety and state-of-good-repair initiatives, with the vast majority of funds (approximately 70.8 percent) dedicated to management and preservation of the transit and roadway systems. (About 1.1 percent is going to roadway expansion, with about 2.0 percent to transit expansion.)
- A mix of \$2.0 billion in federal funding and \$1.7 billion in state and other non-federal funding for FY 2018. NJDOT projects and programs are funded with \$637.986 million in federal funds and \$1.047 billion in state and other nonfederal funds, while NJ TRANSIT will use \$1.115 billion in federal funds and \$579.336 million in state and nonfederal funds. PANYNJ PATH projects are funded with \$267.982 million in federal funds and \$29.769 million in other nonfederal funds.
- Nearly \$0.818 billion of Section 5324 (Disaster Relief) funding for 11 PANYNJ PATH (\$267.981 million) and 2 NJ TRANSIT (\$550.203 million) programs in FY 2018.

Overall, the TIP contains a wide range of critical projects and programs rooted in the NJTPA's federally required Regional Transportation Plan for northern and central New Jersey. The NJTPA has developed a program that addresses the region's key needs while remaining within existing funding constraints. This has been accomplished through the metropolitan transportation planning process.

Introduction to the North Jersey Transportation Planning Authority's Transportation Improvement Program

I. Preface

The Transportation Improvement Program (TIP) is where the NJTPA puts federal funding to work on important state and local projects and programs in the 13-county region of northern and central New Jersey. In order to receive federal funds, a transportation project or program must be included in the TIP, a federally required four-year schedule of transportation improvements for which planning has been completed. TIP projects are ready for (or in the process of) preliminary engineering, design, right-of-way acquisition, or construction. Federal, state and other sources fund the projects in the TIP, which is updated biennially and must be "fiscally constrained," meaning the total cost of its projects and programs cannot exceed the amount of federal, state and local transportation funds available for the region over the program's four years.

The TIP provides for more than \$12.266 billion in transportation investments in the region during federal Fiscal Years (FY) 2018, 2019, 2020 and 2021. Table 1 and Figures 4 and 5 in Section V show a summary of funding included in the TIP.

For each project, the TIP provides the following information:

- Project type
- Location
- Costs
- Funding sources
- Project phases and schedules
- Air Quality Code

The TIP includes a wide range of infrastructure improvement activities, such as redesigning intersections, resurfacing roads, constructing new bicycle/pedestrian paths, adding trains and buses, rehabilitating bridges, and upgrading traffic signals.

While projects are specific improvements at particular geographic locations, the TIP also contains funding for transportation programs, which typically involve activities such as ongoing maintenance and repair of highways, bridges, railroad tracks, trains and buses, as well as procurement of capital equipment. Programs can apply to a subregion,² the region, or the state as a whole.

The TIP is a schedule of funding for various phases of work. It identifies phases of projects that will be authorized for federal funding in the year(s) in which they appear. Therefore, construction of a project may be listed in the TIP for only one year – the year in which the funding will be

¹ The federal fiscal years of this TIP (2018-2021) correspond to the actual dates October 1, 2017 through September 30, 2020

² A subregion of the NJTPA is defined as one of the 13 counties or two major cities in the region represented on the NJTPA Board of Trustees.

initially authorized – but the TIP does not show the actual time required for completion of the project, which might be longer than one year.

The Code of Federal Regulation (23 "CFR" 450.324) requires that all transportation projects financed with federal funds appear in the TIP. The NJTPA also includes all state-funded roadway and transit projects, although this is not required. Transportation projects not using federal or state funds that are regionally significant (those affecting regional rather than just local travel movements) are referenced in the TIP (see Appendix B) because they are included in the evaluation of the region's compliance with federal air quality standards (known as the air quality conformity determination). These projects include those of such sponsors as the New Jersey Turnpike Authority and the Port Authority of New York & New Jersey (PANYNJ).

A. The NJTPA's Role

The NJTPA is the Metropolitan Planning Organization (MPO) that conducts regional transportation planning and oversees federal transportation funding for the 15 subregions (13 counties and two cities) of the northern and central New Jersey region.

Federal regulations (23 CFR Part 450 Subpart C) require that an MPO be established in each urbanized area with a population of more than 50,000. MPO duties are:

- Act as a forum for interagency coordination among implementing agencies;
- Monitor the performance of regional transportation systems;
- Prepare and maintain capital improvement programs;
- Prepare and maintain the long-range Regional Transportation Plan (RTP);
- Develop and update the TIP to implement the RTP;
- Carry out the regional Air Quality Conformity Determination as necessary; and
- Include a list of prioritized projects in the TIP.

The NJTPA Board of Trustees includes 20 voting members. Trustees include representatives from each of the NJTPA's 15 subregions (Bergen, Essex, Hudson, Hunterdon, Middlesex, Monmouth, Morris, Ocean, Passaic, Somerset, Sussex, Union, and Warren counties, as well as the cities of Newark and Jersey City); the New Jersey Department of Transportation (NJDOT); NJ TRANSIT; the Port Authority of New York & New Jersey (PANYNJ); the Governor's Authorities Unit; and a Citizen Representative appointed by the Governor.

In developing the TIP, the Board of Trustees, in cooperation with NJDOT and NJ TRANSIT, prioritizes projects and decides which should receive funding based on priorities stated in the RTP. In September 2013, the NJTPA adopted the current RTP (Plan 2040: The Regional Transportation Plan for Northern New Jersey). The NJTPA Board is anticipated to adopt a new RTP ("Plan 2045: Connecting North Jersey") in November 2017.

The NJTPA is responsible for an evaluation of the impact of TIP projects on air quality. This air quality conformity determination must demonstrate that the mix of transportation projects in the TIP meets state commitments to improve air quality as required by federal law. Following the biennial adoption of the TIP and conformity determination by the NJTPA Board of Trustees, the TIP documents of the NJTPA and the state's other two MPOs (DVRPC and SJTPO) are joined

together to form the Statewide Transportation Improvement Program (STIP), which is submitted to the U.S. Department of Transportation (USDOT) for approval.

B. Organization of the TIP

This document is organized into the following sections:

INTRODUCTION (Sections I-V)

Section I: Preface

<u>Section II</u>: NJTPA regional geography, economy, and demography (as well as other factors affecting regional transportation)

<u>Section III</u>: The transportation planning process. (How a transportation project is conceived, planned and implemented, as well as where the TIP fits into the process, and how it is modified or amended. Section III also discusses the Local Capital Project Delivery Program, in which projects can be initiated at the local and county levels and included in the TIP.)

Section IV: TIP online resources

<u>Section V</u>: Financial Plan (Summary of how available federal, state and other funds are allocated among various project categories). Section V includes information about where the funding originates, as well as projected revenues and financial capacities of the NJDOT and NJ TRANSIT.

THE PROGRAM

This section includes all federally required transportation investment financial data. The Programs section is divided into several areas as follows:

PROJECT SUMMARIES BY COUNTY: Comprehensive index that can be used to find a specific project of interest.

PROJECT DETAILS BY COUNTY: Detailed project descriptions, maps, financial data and schedules.

NJDOT REGIONWIDE PROJECTS AND PROGRAMS: Financial and schedule data about highway and bridge transportation programs that apply to the entire NJTPA region. This section is divided into a summary index and detail pages.

NJDOT STATEWIDE PROJECTS AND PROGRAMS: Financial and schedule data about highway and bridge transportation programs that apply to all of New Jersey. (Financial data shown represents the NJTPA share of these programs, generally about 75 percent.) This section is divided into a summary index and detail pages.

NJ TRANSIT PROJECTS AND PROGRAMS: Financial and schedule information about NJ TRANSIT projects and programs. Includes a Project Summary index, and detailed project descriptions.

PANY&NJ DISASTER RELIEF PROJECTS AND PROGRAMS: Financial and schedule information about PANY&NJ projects and programs that are programmed with Section 5324 funds for Disaster Relief. Includes a Project Summary index and detailed project descriptions.

GLOSSARY: Defines terms and acronyms used throughout the document.

ACRONYM GUIDE: Provides complete language for the many commonly used abbreviations in the TIP.

APPENDICES:

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	(FY 2016)

II. The North Jersey Transportation Planning Authority, Inc., and the Northern New Jersey Region

A. NJTPA's History, Responsibilities, and Organization

The NJTPA is responsible for a "continuing, cooperative, and comprehensive" transportation planning process that results in plans and programs that consider all transportation modes and supports metropolitan community development and social goals³ for northern New Jersey. The NJTPA's predecessor agency was the North Jersey Transportation Coordinating Council (NJTCC). The NJTCC received gubernatorial designation as the MPO for northern New Jersey in May 1982.

The Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 gave MPOs expanded transportation planning and project selection responsibilities. In 1994, the NJTCC was incorporated as the North Jersey Transportation Planning Authority, Inc. Its mission was to meet the new responsibilities and challenges of this landmark federal legislation.

The current law governing MPO planning is the Fixing Americas's Surface Transportation (FAST Act) which was signed into law on December 4, 2015. It requires performance-based planning and consolidates funding programs while providing more flexibility between them and streamlines certain aspects of project development.

The NJTPA Board of Trustees generally meets every other month. Three standing committees – Planning & Economic Development, Project Prioritization, and Freight Initiatives – meet during months when there is no Board meeting. The committees recommend actions to the full Board of Trustees. Also meeting regularly is the Regional Transportation Advisory Committee (RTAC), composed of planners and engineers from the subregions and member agencies. This group is charged with reviewing regional issues. All Board and Committee meetings are open to the public.

B. Brief Profile of the Region

1. Vital Statistics

The 13-county NJTPA region includes:

- 6.7 million people, or 75 percent of the state's total population (NJTPA Plan 2045).
- 4.0 million jobs, including 3.0 million wage and salary workers (NJTPA Plan 2045).
- 26,000 miles of roads on which trucks and cars travel 148 million vehicle miles each day (NJTPA Plan 2045).
- A transit system accommodating over 358 million passengers (NJ TRANSIT, PANYNJ, 2015) in the region. The transit system includes: approximately 250 public and private bus routes; a commuter rail network with 150 stations on nine lines running approximately 390 miles within the region; the two Newark Light Rail lines; the 20-mile Hudson Bergen Light Rail Line from Bayonne to North Bergen; and the 14-mile PATH network to New York City (NJTPA Plan 2045).
- Newark Liberty International Airport, which was used by more than 40 million travelers in 2016 and handled over 700,000 tons of air cargo in 2015 (NJTPA Plan 2045).

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³ Federal Regulation 23 CFR 450.300.

• A goods movement network that carries more than 500 million tons of domestic freight to and from the region via truck, rail, port facilities and air annually (NJTPA Plan 2045).

2. Factors Contributing to Growth in Regional Travel Demand

- *Population and Employment Growth*: The NJTPA's population increased 50 percent from 3.8 million in 1940 to 5.8 million in 1990 and reached 6.7 million in 2015. Population is projected to exceed 7.7 million persons (+15%) by 2045. Regional wage and salary employment is expected to grow from 3.0 million to 3.4 million in 2045 (+14%).
- An Older Population: About 15.0% of people in the region are 65 years and older and the region has 697,000 households (over 29% of total households) with people in that age group (2015 American Community Survey).
- *More, Smaller Households*: The number of households has increased substantially in recent years; at the same time household size has declined due to later marriage, more couples choosing to defer or forgo having children, and more single-parent households. Smaller, more numerous households translate into greater trip-making activity. Of the 2.4 million households in the region in 2015, 26% consisted of just one person (2015 American Community Survey).

3. Snapshot of Regional Travel

Analysis of the 2009-2013 American Community Survey Journey to Work data yields a snapshot of the travel patterns that have emerged in recent decades:

- Most northern New Jersey residents work within their own counties. Most northern New Jersey residents work relatively close to home, with over half (52%) of the region's residents working in their home county.
- Work trip flows to and from New York City are still important. Nine percent of all work trips by NJTPA region residents are to and from Manhattan. Approximately 62% of these commutes to Manhattan are from Bergen, Essex and Hudson counties. Over 75% of regional commuters to Manhattan use transit.
- *Most workers commute alone by auto*. Seventy percent of work trips are made in single-occupancy vehicles (SOVs). Essex and Hudson counties have lower percentages of SOV commutes because of more available travel alternatives, higher residential densities, and large areas of low-income households.
- Walking or biking is preferred for shorter trips. For shorter trips (less than 1 mile), residents walk or bike more often (more than 80% share) based on the 2010-11 Regional Household Travel Survey (RHTS). Walking is more prevalent for social/recreational and shopping trips than for work trips. In the region's densest urban neighborhoods, such as Hoboken, upwards of 40% of trips are walking trips.

The TIP is a key resource to address the above challenges. It allocates funding to projects and programs that the NJTPA Board of Trustees has identified as the highest regional priorities with input from agencies, interest groups, officials and citizens in the northern New Jersey region.

III. Transportation Project Development Process

The Fixing Americas's Surface Transportation (FAST Act) as Public Law (P.L.) 114-94, became effective on December 4, 2015. FAST Act creates a streamlined, performance-based, and multimodal program to address the many challenges facing the U.S. transportation system.

The FAST Act legislation at its core mandates states to adequately maintain facilities on the designated federal-aid system. In New Jersey, the federal-aid system includes transportation facilities under the jurisdiction of many agencies including the NJDOT, NJ TRANSIT, counties, certain municipalities and authorities.

To meet federal mandates, NJDOT inspects all bridges in New Jersey over 20 feet in length every two years. Standards for measuring the condition of bridges have been established nationally and the program carried out by NJDOT provides an assessment of the health of all the state's bridges greater than 20 feet long, regardless of owner.

Like bridges, federal-aid system pavements are under the jurisdiction of many owners. The majority of the roads on the federal-aid system fall under the jurisdiction of the NJDOT, the 21 counties, and the toll authorities. There is no one national standard of measure for the condition of pavement and NJDOT does not currently compile condition levels for federal-aid system facilities under the ownership of other agencies. NJDOT has created a standard of measure that combines a measure of smoothness (International Rideability Index) and a measure of visible surface distress (Surface Distress Index). This standard of measure is not applied to other jurisdictions within the state or across the nation.

County-owned roads make up a large portion of the federal-aid system; however, there is no comprehensive data on the condition of the county-owned network. Each county is responsible for managing its own network of roads, which includes facilities both on and off the federal-aid system, and each county may have its own way to measure performance. A similar situation applies to the toll facilities.

Bridges and pavements make up the largest investments on the federal-aid system, but there are other assets that need to be maintained, such as signage, lighting, guiderail and other appurtenances. Many of these assets are in a very good state of repair and NJDOT does not expect them to degrade significantly over the next 10 years. NJDOT's approach is to address any items in disrepair as quickly as possible.

The FTA oversees NJ TRANSIT's system with respect to state of good repair. The current funding priority is for maintaining the system in a state of good repair and operating it in a safe and secure manner. This includes replacing vehicles (buses, railcars, and locomotives) as they age as well as attending to 600 rail bridges, over 500 miles of track, signal systems, stations, and other infrastructure—most of it located in the NJTPA region.

The development of a transportation project consists of three stages:

- Transportation planning (identifying and evaluating needs) (Section A)
- The Project Pipeline (studying project alternatives, conducting project planning) (Section B)
- The TIP (serving as a formal, budgeted commitment to implementing the project) (Section C)

A. Transportation Planning

1. Systems Planning

The metropolitan planning process led by the NJTPA blends objective and subjective understandings of the important transportation issues facing northern New Jersey. To support wise decisions and reach consensus, systematic planning analysis is conducted in the MPO forum, allowing the best available technical information to be reviewed by experts, stakeholders and the general public. This analysis includes an examination of projected travel conditions, economic factors and demographics.

Performance measures operationalize the goals valued by the NJTPA region, providing a framework for wise decision-making. Their use is required under federal laws (MAP-21 and FAST Act) and regulations and encouraged as an emphasis area under federal transportation programs to guide the application of federal funds for transportation improvements. This includes constrained funding to address critical regional issues and priorities. NJTPA is currently developing collaborative, standardized Performance Measures, targets and reporting for northern New Jersey that will be aligned with the seven national goals (Safety; Infrastructure Condition; Congestion Reduction; System Reliability; Freight Movement and Economic Vitality; Environmental Sustainability; and Reduced Project Delivery Delays). This effort will be measured in future TIPs.

a. Asset Management Systems

Management systems are operated by NJDOT to support maintaining, upgrading, and operating physical assets cost-effectively. NJDOT gathers data for the following specific management systems:

- Congestion
- Pavement
- Bridge
- Safety
- Drainage

Congestion and safety management systems are coordinated with complementary NJTPA planning efforts that focus on these elements of transportation performance (including the Congestion Management Process described below) and local safety initiatives. NJTPA local asset management system development is adding to the statewide systems that address physical infrastructure condition.

Management systems yield projects or programs appropriate for inclusion in the RTP and the various stages of subsequent project development described below. The data produced by management systems are evaluated in the NJTPA planning process and utilized in evaluating and ranking projects in the Study and Development Program (S&D). The S&D program is a schedule of project planning, environmental reviews and other work that will be conducted during the coming year to advance proposed improvement projects toward possible capital funding. Projects generated by management systems are eligible to enter the Project Pipeline. The management systems also may generate programs that are not location-specific.

b. Congestion Management Process

The NJTPA uses a Congestion Management Process (CMP) to investigate performance of the region's transportation system in terms of accessibility, reliability and congestion. The CMP addresses not only the roadway system, but also rail and bus transit, ridesharing, walking and bicycling, and freight transportation. The CMP points to mobility strategies that complement roadway investments to minimize the need for capacity expansions, realize greater system efficiency and protect the environment. The regional CMP is conducted in coordination with statewide efforts, including the NJDOT Congestion Management System noted above.

All highway expansion projects must arise from the Congestion Management Process (CMP). Federal regulations require a CMP as part of the MPO planning process in regions like northern New Jersey, which are not in compliance with national air quality standards. This ensures that alternative means of reducing single-occupancy vehicle (SOV) demand, such as transit, car pools or bicycle/pedestrian facilities, are evaluated as part of the planning process. As part of the NJTPA CMP, a Strategy Evaluation analysis assesses accessibility and mobility needs throughout the region and advances effective transportation investments for addressing those needs for inclusion in the Regional Transportation Plan. Refinement of CMP strategies yields specific transportation project concept recommendations in response to the needs identified in the Strategy Evaluation process.

2. Regional Transportation Plan (RTP)

Under federal regulations, the NJTPA Board of Trustees must adopt a Regional Transportation Plan (RTP) every four years. The RTP must have at least a 20-year horizon. The NJTPA Board adopted an update of the RTP, entitled Plan 2040: The Regional Transportation Plan for Northern New Jersey, in September 2013. The NJTPA Board is anticipated to adopt the next update of the RTP, anticipated to be entitled *Plan 2045: Connecting North Jersey*, in November 2017.

Plan 2040 establishes a long-range vision and action agenda for improving transportation for people and goods within the region. The plan anticipates future travel conditions and needs, analyzing the most current information about travel and other factors such as demographic and economic projections. It includes a financial element addressing long term financing of transportation investments and a project index identifying project needs and concepts. Plan 2040 was prepared in conjunction with efforts to develop a Regional Plan for Sustainable Development which was funded by a grant from the federal Department of Housing and Urban Development (HUD) and directed by a broad consortium of public, private and non-profit organizations known as Together North Jersey.

The RTP is guided by six policy goals, with the intent of translating these goals into specific actions, programs and projects:

Environmental Protect and improve the quality of natural ecosystems and the

Quality human environment.

User Provide affordable, accessible and dynamic transportation

Responsiveness systems responsive to current and future customers.

Economic Vitality	Retain and increase economic activity and competitiveness.
System Coordination	Enhance system coordination, efficiency and intermodal connectivity.
Repair Maintenance Safety	Maintain a safe and reliable transportation system in a state of good repair.
Coordinate Land Use and Transportation	Select transportation investments that support the coordination of land use with transportation systems.

The needs identified in the RTP provide the basis for development and implementation of transportation projects.

B. Project Pipeline

1. Pipeline Procedures

Figure 1 illustrates the phases of the Project Pipeline through which a Transportation project progresses. To summarize the process: NJDOT and NJTPA each administer early stages of the pipeline, with NJDOT focusing on needs on the state highway system and NJTPA focusing on needs on county and local roads. All needs regardless of their location are identified in accordance with the goals identified in the RTP. If the project is selected for the Study and Development Program (S&D), it undergoes Concept Development during which reasonable alternatives and strategies are examined.

Projects under the jurisdiction of NJDOT, after first completing concept development, are then reviewed by NJDOT's Capital Program Committee (CPC). The CPC approval enables authorization of federal funds. Those that are deemed ready to move into preliminary engineering, final design, right-of-way acquisition and construction become part of the NJTPA TIP development process described below. Funding must be available and committed before the project can be listed in the TIP.

County and local projects under the jurisdiction of the NJTPA are also eligible for inclusion in the S&D program, allowing concept development work on them to proceed. Once projects complete concept development, they undergo ranking through the NJTPA project prioritization process to judge their eligibility for funding through the TIP.

Figure 1: Project Pipeline

Regional Transportation Plan	
RTP Needs Statement	

Study and Development Program Planning	Transpor		provement	: Program	Under Construction/
Concept Development	Preliminary Engineering	Final Design	Right- of-Way	Construction	Complete

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

A more detailed description of elements of the NJTPA project pipeline is provided below.

2. Study and Development Program

Transportation problems identified in the RTP are selected for advancement as potential projects into the Study and Development Program (S&D). The S&D Program contains the schedule of Concept Development work that will be conducted during the current fiscal year. The S&D Program is included in the annual Unified Planning Work Program (UPWP)⁴, which is subject to action by the NJTPA Board of Trustees. Under federal law (23 CFR 450.308), the UPWP must include "a discussion of the planning priorities facing the [MPO]. The UPWP shall identify work proposed for the next one- or two-year period by major activity and task." In this way, the Board remains informed of the progress of work in the region, whether the work is conducted by the NJTPA or other agencies (shown in Appendix C).

The implementing agencies (NJDOT and NJ TRANSIT) are normally responsible for carrying out this work. Concept Development is the phase in which reasonable alternatives and strategies that address the purpose and need statement are studied and a preliminary preferred alternative (PPA) is selected.

As discussed in the next section, NJTPA Central Staff uses Project Prioritization Criteria to score those projects that emerge from Concept Development with specific geographic delineations and scopes.

C. TIP Development Process

The following sections describe the phases in the development of the TIP (see Figure 2).

1. Project Pool

The Project Pool is comprised of all projects that are eligible for inclusion in the TIP, including:

- Projects that are already in the TIP;
- Projects that advance from the S&D Program;
- Projects that advanced from the S&D Program in previous years, but were not scheduled in the TIP because of funding constraints; and
- Projects that advanced from the NJTPA Local Capital Project Delivery Process.

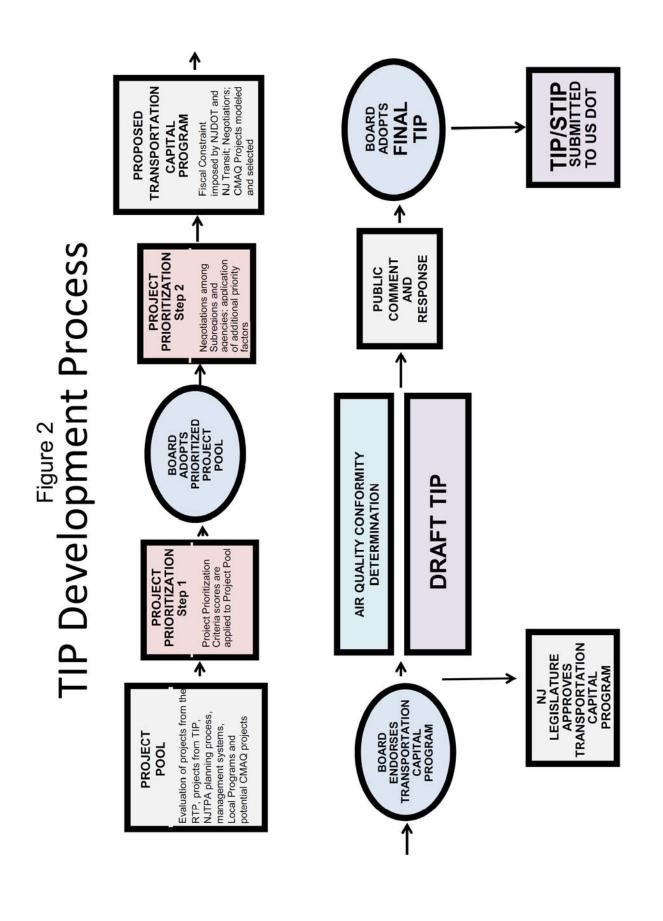
Projects are selected from the Project Pool for inclusion in the TIP based on a prioritization process, discussed below, as well as the level of funding available to implement them. There are some projects that are mandated to be included and therefore are not evaluated as part of the Project Pool. They are advanced automatically into the TIP providing there is sufficient information including project sponsor, project limits and an adequate description. Mandated projects include those that are designated by Congress in the transportation laws and projects that fulfill other laws such as those implementing the Americans with Disabilities Act.

⁴The UPWP contains all federally funded planning efforts conducted in the northern New Jersey region in any given fiscal year. Efforts related to highway or transit mobility, bicycle and pedestrian connectivity, freight movement needs, or infrastructure maintenance and other needs may be included.

2. Project Prioritization

There are rarely enough resources to move the entire Project Pool (typically over 300 projects) forward for inclusion in the TIP in any given year. The fiscal constraint mandate of federal law (23 CFR Part 450.324) requires funding choices be made among proposed projects.

The NJTPA's role is to provide a prioritized (ranked) list of projects to the implementing agencies. Like many MPOs, the NJTPA has established prioritization procedures for this purpose.



The NJTPA Central Staff administers the project prioritization process, with participation by the implementing agencies, the Regional Transportation Advisory Committee (RTAC) and the Project Prioritization Committee (PPC) of the Board of Trustees. The project scores resulting from this process are considered during development of the proposed Transportation Capital Program (TCP). The TCP is submitted to the state legislature for the appropriation of state transportation funding. In alternating years, the TCP becomes the basis for development of the TIP. The NJTPA's Project Prioritization process consists of two steps described in the sections below.

a. Project Prioritization Step 1: Application of Criteria

The NJTPA Project Prioritization Criteria were originally developed in 1993 based on efforts of the NJTPA's Transportation Advisory Committee (this Committee has been reformulated as the RTAC) and the NJTPA Central Staff. County engineers, planners and representatives from the environmental community, business groups and organized labor assisted in this process.

The criteria are grouped in accordance with the six goals of the current RTP (Plan 2040) (see Section III.A.2). These goals are consistent with the planning factors in MAP-21.

Periodically, the PPC of the Board of Trustees reviews the Project Prioritization Criteria and refines or revises them as appropriate. The criteria may need to be revised if the PPC finds that a particular issue has changed or is not being adequately addressed. Revisions of the Criteria are carried out in accordance with federal and state planning regulations that directly impact or have secondary effects on transportation and land use planning in the region. The Board last adopted revised highway and bridge project prioritization criteria in January 2007 and transit criteria in November 2007. (shown in Appendix G). An update of the Project Prioritization Criteria process commenced in FY 2015 and is anticipated for Board approval in 2018.

In scoring projects with the Project Prioritization Criteria, points are assigned based on how well the project satisfies RTP goals. For example, under the Environment Goal, the criterion is: "Will [the project] improve air quality?" The performance measure used to assign points in this case examines whether the project will eliminate vehicle trips, reduce vehicle miles traveled, improve traffic flow or are air quality neutral.

Many other variables are considered in the Criteria, such as traffic congestion, types of improvement, and land use plans. The Criteria scoring uses databases, including the management systems described above, that provide ratings for pavement, bridge sufficiency, truck traffic volumes, brownfield locations, and project locations relative to state planning areas as defined in the State Development Redevelopment Plan (SDRP). The maximum score a project can receive is 1000 points.

During development of the S&D Program, the Criteria are applied to projects whose locations are specifically identified (i.e., they are delineated geographically) and for which a scope of work is developed. The Criteria cannot be applied until the project's specific location is known and specific improvements planned. When this information becomes available, a score is developed for each project as described above. The score then stays with the project until it reaches the Project Pool.

Scores are changed only if there is a significant change in project scope, project-related data, or in the Project Prioritization Criteria. If any projects have not been scored when they reach the Project Pool, scoring is conducted during Step 1 of the Project Prioritization process.

Project data and scores are provided to the subregions for their review. A "Challenge Round" is conducted during which the subregions evaluate this information. They may request a recalculation of the scoring based upon updated information they possess.

The project scoring process yields a ranked list of projects in the Project Pool. The prioritized Project Pool is reviewed by the PPC and then brought before the Board of Trustees for action. After the Board adopts the prioritized Project Pool, it is sent on to the implementing agencies as they apply fiscal constraint for the Transportation Capital Program (see Section III.C.4).

b. Project Prioritization Step 2: Application of Additional Priority Factors

The prioritized Project Pool is negotiated among the NJTPA, NJDOT and NJ TRANSIT. The objectives of this part of the process are to consider the feasibility of project delivery (i.e., implementation schedule) and for all parties to understand each other's most pressing transportation issues.

The relative ranking of projects in the Project Pool is one consideration in deciding whether a particular project is included in the Transportation Capital Program and then in the TIP, as is the year it is targeted for implementation. The other considerations include:

]	Feasibility	of
]	Project De	elivery

Even though a project ranks highly, obstacles to its implementation can arise, including unforeseen environmental issues, delays in obtaining permits, problems in acquiring needed right-of-way or community opposition. Because the Project Pool is developed months in advance of the Transportation Capital Program, these kinds of changes can occur and may affect a project's delivery schedule.

Scheduling

When and how construction is to be undertaken must be considered. For instance, it may not be desirable to initiate complex projects on parallel routes at the same time due to resulting congestion. On the other hand, undertaking nearby or related projects simultaneously can sometimes save costs or minimize traffic impacts.

Funding Availability

Funding availability plays an important role in whether Project Pool projects can move ahead in the TIP. Some projects, like safety projects, qualify for special federal funding programs that can allow them to be implemented more quickly than projects covered by general funding programs. On the other hand, funding for larger projects must be balanced carefully with available funding sources.

A project's phase of work is an important component of Step 2 of Project Prioritization, and can have significant impact on project feasibility and scheduling. A project proposed for inclusion in the TIP will usually be scheduled for one or more of the following phases of work (see Figure 1):

- Preliminary Engineering (PE): In this phase, projects will be further developed to a level of detail necessary to secure the approval of the environmental document.
- Final Design (DES): In this phase, detailed working drawings and project specifications are drawn up, and a contractor selected. There can also be a *Utilities* (UTI) phase during or following final design. This involves moving utilities that are located beneath or above the project and can be time-consuming in dense, older urban areas.
- Right-of-Way (ROW): This phase includes the property acquisition necessary for completion of the project. Right-of-way acquisition can be contentious, since it sometimes involves eminent domain property takings, and can involve costly and time-consuming negotiations or even lawsuits. Therefore, on a large project, two years are normally allocated for the right-of-way phase, although it can take longer. Right-of-way problems are the most common cause of project delays.
- Construction (CON): This phase involves the construction and completion of the project.

In the case of smaller, less complex projects, the three phases shown above may be combined into one labeled ERC, which means <u>Engineering</u> (design) - <u>Right-of-way - Construction</u>.

A further important factor for project scheduling and budgeting is Congressional designation of funding. These are funds that are appropriated by the US Congress and specified in the law. Those projects that are partially funded with congressionally designated funds and are not yet fully programmed will be located in Appendix J. Once full funding is "available and committed" the project will be displayed in the main body of the TIP.

3. NJTPA Local Capital Project Delivery Program

While most funding is allocated to projects based on the prioritization process described above, a portion of annual funding is set aside for locally initiated projects. For this purpose, the NJTPA has developed the Local Capital Project Delivery Program (LCPD) which has replaced the NJTPA's Local Scoping and Local Lead programs. Project sponsors identify problems and needs within their respective subregions, and develop projects through the Local Concept Development phase of this program. This work, once completed, enables a project to be considered for inclusion in the NJTPA's TIP.

In response to the FAST Act's goal to accelerate project delivery and promote innovation, the NJTPA has developed a Local Transportation Trust Fund (TTF) Program to expedite the project delivery process at the local level. Projects funded through the program are shown individually in the TIP with the funding source noted as STATE-NJTPA. They are also listed on the NJTPA Future Projects (DB# N063) page in detail by funding source.

A potential project must first clear a project intake process prior to being accepted into the LCPD program. The NJTPA screens problem statements submitted by potential project

sponsors. These problem statements describe transportation issues and deficiencies that may warrant further investigation through the LCPD. After a project completes the project intake process and is accepted for inclusion in the LCPD, the sponsor carries out the following four phases of work sequentially:

- Concept Development: In this phase, sponsors will identify and compare reasonable alternatives and strategies that address the purpose and need statement and select a preliminary preferred alternative (PPA). As needed, work in this stage helps to address regional Congestion Management Process requirements.
- Preliminary Engineering: During this phase, projects will be further developed and refined to a level of detail necessary to secure the approval of the environmental document, also known as the National Environmental Policy Act (NEPA) document.
- Final Design/Right-of-Way Acquisition: This phase will produce construction contract documents (i.e., Final Plans, Specifications, and Cost Estimates PS&E) and if necessary, acquire right-of-way.
- Construction Phase: In this phase, the project will be advertised, awarded, construction management systems and processes will be established, and construction will commence. The project is considered completed when the final phase is closed out with NJDOT and FHWA.

Projects funded through the Local Concept Development program will move through each phase with the approval of the Project Prioritization Committee. During FY 2018, the Local projects are programmed with \$22.809 million of STBGP-NJ funding and \$70.00 million of STATE-NJTPA funding for 13 projects and four programs.

4. Transportation Capital Program

As discussed previously, in the final step of the prioritization process the NJTPA collaborates with the implementing agencies to impose fiscal constraint on the prioritized Project Pool. To do this, the agencies agree on the revenue assumptions and sources of funding that will be available during the next four fiscal years. Scheduling and matters of project implementation are also considered at this point (See Section III.C.2.b). The result of this process is the draft Transportation Capital Program (TCP), a document developed to secure needed state transportation funding. The TCP is a 10-year program.

The draft TCP is reviewed by the subregions. The NJTPA conducts negotiations among the subregions, the NJDOT and NJ TRANSIT to obtain input concerning subregional priorities, resolve differences, and arrive at a consensus concerning the project mix. This process results in a TCP that is submitted to the NJTPA Board of Trustees.

Generally, the Board reviews the TCP prior to its submittal to the New Jersey Legislature. When the review is completed, the Board considers endorsing the TCP. The Legislature is responsible for reviewing the state-funding portion of the TCP. The Legislature reviews the projects contained in the draft TCP and then includes them in the overall New Jersey Capital Program. This certifies to the federal government that the State's share of funding for transportation projects will be available during the upcoming fiscal year.⁵

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⁵ Federal funding is reimbursed after costs are incurred.

5. Draft Transportation Improvement Program (TIP)

Every other year, the Transportation Capital Program serves as the basis for developing the federally required TIP. When the Transportation Capital Program has been submitted to the State Legislature, preparation of the Draft TIP begins. The Draft TIP includes all of the documents identified in the Preface to this Introduction. After completing the air quality conformity analysis described in the next section, it is subject to a 30-day public comment period (see Section III.C.8), after which public comments are considered and, as appropriate, addressed in the TIP to produce a Final TIP for review and action by the NJTPA Board of Trustees. During this period, changes in the TCP made by the state Legislature are incorporated into the TIP.

6. Air Quality (AQ) Conformity Determination

The process known as "Air Quality Conformity" has been established to ensure that transportation investments will contribute to improving air quality in areas that either currently do not meet national standards, or have not met them in the recent past. The NJTPA region includes areas that do not meet or have not met the national standards for four pollutants: nitrogen oxides (NO_x) , volatile organic compounds (VOCs), carbon monoxide (CO), and fine particulate matter $(PM_{2.5})$.

The NJTPA prepares an air quality conformity determination in tandem with the Draft TIP (every two years) and RTP (every four years) to ensure that all transportation projects, plans, and programs are, in aggregate, consistent with the purpose of reaching the air quality standards. The conformity determination includes regionally significant projects from all sources, including those that do not appear in the Draft TIP (e.g., projects being advanced by the NJ Turnpike Authority). Regionally significant projects generally involve capacity expansion (highway projects), or reduction of automobile traffic (mass transit projects). (See Appendix B)

Although the NJTPA has always successfully met the requirements of the air quality conformity analysis, the consequences of failing an air quality conformity determination (referred to as a "conformity lapse") can be severe. A new TIP cannot be approved; only projects that appear in a previously approved (conforming) TIP can be advanced. Continuation of a conformity lapse beyond one fiscal year can result in decertification of the MPO by the USDOT, with resultant significant cuts in budget and activities.

The following sections discuss air quality regulations and the conformity determination process.

a. Federal Regulations

The Clean Air Act of 1963, the Air Quality Act of 1967 and the Clean Air Act Amendments (CAAA) of 1990 collectively established a set of National Ambient Air Quality Standards (NAAQS), setting national goals for clean and healthy air. US Environmental Protection Agency (EPA) designated areas across the United States that did not meet the standards, as "non-attainment" areas.

As stated in the CAAA of 1990, areas that are in non-attainment or have been in the past, are required to analyze their transportation projects, plans, and programs to ensure that the

emissions from the transportation network do not degrade air quality further. To do this, these areas are required to develop an air quality conformity determination.

b. Non-Attainment and Maintenance Areas in the NJTPA Region

Portions of the NJTPA region are "maintenance areas" for carbon monoxide (CO) which means that while current air quality meets the federal standard for CO, there have been occurrences of unhealthy levels of CO in the recent past. Before the region can permanently be re-designated as "attainment," it must show that it can maintain CO standards for a period of at least 20 years. The NJTPA concluded its first 10 year "maintenance period" in 2014. Currently the NJTPA is in its second 10 year "maintenance period" which ends in 2024. In this second "maintenance period" the NJTPA does not have to run emissions for CO.

Nine of the NJTPA's thirteen counties are in "maintenance" for PM 2.5, both daily and annual standards. Again this means that while current air quality meets the federal standards for PM 2.5, there have been occurrences of unhealthy levels of PM 2.5 in the recent past. Before the region can be permanently re-designated as "attainment" it must show that it can maintain PM 2.5 daily and annual standards for at least 20 years. The NJTPA must continue to demonstrate air quality conformity for PM 2.5 for an initial "maintenance period" of 10 years to 2025. A second 10 year maintenance period for PM 2.5 will be considered after 2025 in a new State Implementation Plan (SIP).

All 13 counties in the NJTPA region are classified as moderate non-attainment areas for ozone. Thus conformity determinations is required for ozone. Figure 3 shows non-attainment and maintenance areas in the NJTPA region.

c. Conformity Process

The process for determining conformity includes federal, state, and local coordination and input. The CAAA of 1990 established a strict timetable for non-attainment areas such as northern New Jersey to meet the national air quality standards. To achieve these 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.⁶ Furthermore, the CAAA of 1990 requires that TIPs and transportation plans be consistent with the SIP and serve to reduce emission levels and improve air quality.

In order to ensure that the region's transportation projects are consistent with the SIP, a regional emissions analysis is conducted. To do this, the NJTPA uses a regional transportation model to estimate vehicle miles traveled (VMT). The model factors in characteristics of the region such as demographics, tolls, fares, and current transportation policies. Transportation projects included in the TIP and RTP are coded into a network reflecting a particular scenario year (based on the year that the projects will be open to

⁶ The SIP applies to the TIPs of the three MPOs in this state. In addition to the subregions covered by the NJTPA, the Delaware Valley Regional Planning Council (DVRPC) includes the New Jersey counties of Burlington, Camden, Gloucester and Mercer. The South Jersey Transportation Planning Organization (SJTPO) includes the counties of Atlantic, Cape May, Cumberland and Salem.

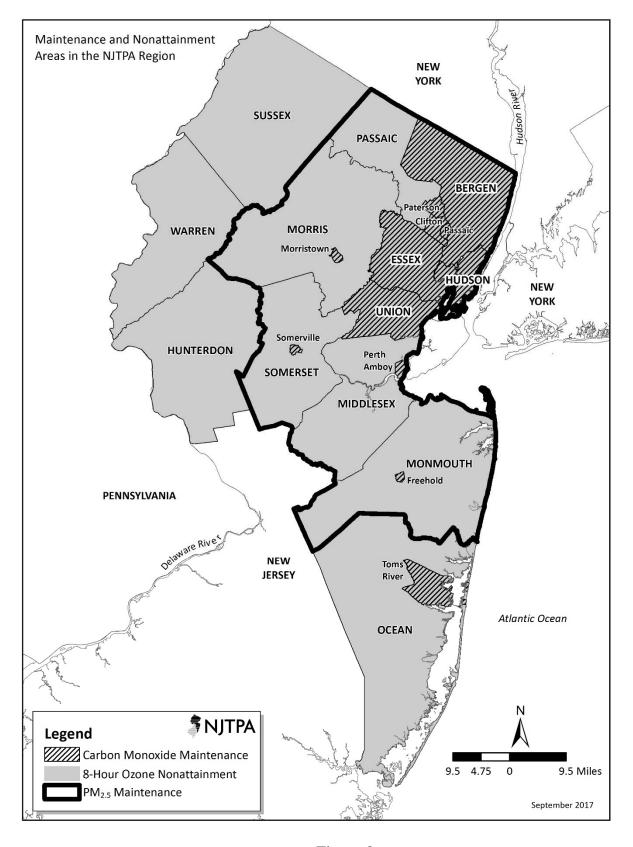


Figure 3 NJTPA Maintenance and Nonattainment Areas for CO, 8 Hour Ozone and PM $_{2.5}$

traffic). The VMT estimated by running the model is translated into emissions projections using an EPA emissions model, currently the MOVES model. To conform to the CAAA, these emissions projections must be consistent with or less than those contained in the SIP.

d. Air Quality Conformity Evaluation

Improved air quality is an important goal of the transportation planning process, and the TIP is structured to help achieve that goal.

Projects from the NJDOT, New Jersey Turnpike Authority, Palisades Interstate Parkway Commission, New Jersey Sports and Exposition Authority, Delaware River Joint Toll Bridge Commission, Port Authority of New York & New Jersey and NJ TRANSIT were analyzed in the conformity determination. As stated in this conformity determination (see Appendix F), "Taken as a whole, they demonstrate that both the updated Regional Transportation Plan and the Fiscal Year 2018 – 2021 TIP for northern New Jersey meet the tests of conformity as set out in the Final Rule."

e. Air Quality Codes

An alphanumeric air quality (AQ) coding scheme has been developed for all projects and programs. The AQ code is applied by NJTPA as part of the conformity determination and exempt eligibility identification process.

For non-exempt projects (projects for which no exemption code applies, as discussed below), the first conformity analysis year following the project's opening or projected completion is listed (analysis years in the current conformity determination are 2017, 2025, 2035, and 2045). The letter following the year indicates whether the project was modeled (M) or not modeled (NM) in the NJTPA's regional travel demand model or if the project was analyzed using an off-model technique (O). Off-model techniques are commonly used for projects that cannot be adequately represented in the travel demand model.

The Clean Air Act regulations also provide for projects that may be exempt from the conformity analysis. An exempt project is defined as a project that primarily enhances safety or aesthetics, maintains mass transit, continues current levels of ridesharing, builds bicycle and pedestrian facilities, or is currently in the study phase. There are several categories of exempt projects, and NJTPA is now indicating the specific exemption code on each TIP page (note that multiple exemption codes may apply to a particular project/program). Exempt projects in design phases are classified under the planning and technical studies category. A complete list of exempt categories is shown below.

Even though projects may be exempt, the NJTPA includes those that represent changes in the travel demand model and those for which VMT or emissions savings have been estimated, where possible. These projects are noted by including the analysis year and modeling status within parentheses following the exemption code(s).

Projects for which conformity does not apply (e.g., freight rail projects which are non-road) have been labeled "NA".

Air Quality Codes

Category	Category Source
Safety	
S 1	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
S 9	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
Mass Transit	
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 O9 transportation buildings, structures, or facilities)
O9	Repair of damage caused by natural disasters, civil unrest, or terrorist acts, except projects involving substantial functional, location or capacity changes
Planning and	Technical Studies
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
Exempt from	Regional Emission Analysis
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

7. Congestion Mitigation Air Quality

The purpose of the federal Congestion Mitigation Air Quality (CMAQ) program is to fund transportation projects or programs that will reduce traffic congestion and contribute to attainment or maintenance of the National Ambient Air Quality Standards (NAAQS).

Projects potentially eligible for CMAQ funds are identified during the development of the S&D Program, the Transportation Capital Program and the NJTPA's Transportation Clean Air Measures (TCAM) Program.⁷ The implementing agencies, subregions, regional partners such as NJDEP and the PANYNJ and Transportation Management Agencies (TMAs)⁸ are invited by solicitation to propose projects potentially eligible for CMAQ funding. CMAQ eligibility is then determined by referring to criteria contained in the CMAQ Program Guidance. Eligible CMAQ projects are included in the Transportation Capital Program (TCP), and then proceed through the project development process as outlined earlier in this section of the Introduction.

After the TCP has been prepared, when projects are ready for inclusion in the TIP, those potentially eligible for CMAQ funding are evaluated in more detail using the CMAQ Program Guidance, and specific projects are identified for CMAQ funding in the TIP. Projects identified for CMAQ funding in the first year of the TIP are then subject to:

- An assessment of the air quality improvement that would result from their implementation; and
- Other justifications for CMAQ funding in accordance with the *Guidance*.

The FY 2018–2021 TIP includes \$71.013 million of CMAQ funding in FY 2018, and \$378.278 million in FYs 2018–2021. In FY 2018, \$46.450 million of the CMAQ funding is allocated for NJ TRANSIT projects, and the remaining \$24.563 million is for NJDOT projects and

⁸ A Transportation Management Association (TMA) is responsible for providing modes of transportation to work other than single-occupant vehicles (SOV). There are six TMAs in the NJTPA region. They sponsor projects such as van pools or ride-sharing. TMAs are funded through TIP line-items, and have been funded and overseen by NJTPA to operate shuttle services using CMAQ funding.

⁷ Detailed CMAQ project development procedures are available on the NJTPA website.

programs. In FY 2018, all of the NJ TRANSIT CMAQ funding will be programmed to Rail Rolling Stock Procurement.

8. Public Comments on the Draft TIP and AQ Conformity Determination

The NJTPA follows its Public Participation Plan to ensure that citizens, affected agencies, employees, private providers of transportation and other interested parties have an opportunity to comment on the Draft TIP and Air Quality Conformity Determination before they are finalized. Specifically, the NJTPA took the following steps this year:

- Placed a public notice in area newspapers;
- Sent copies of the proposed TIP and conformity analysis to all regional libraries designated by the NJTPA Public Participation Plan;
- Encouraged subregional transportation committees to discuss the local impacts of the TIP;
- Scheduled and held an advertised public meeting (see below);
- Conducted a public workshop on Air Quality;
- Held an open public comment period for 30 days; and
- Made the Draft TIP and Conformity Determination available on the NJTPA Webpage.⁹

The 30-day public comment period for the FY 2018 – 2021 TIP/SIP Conformity was held from October 10, 2017 through November 9, 2017. During this period the public was invited to submit comments on the Draft TIP to NJTPA via standard mail, e-mail or fax. The public workshop on air quality and the open public meeting was held for review and comment on the FY 2018 – 2021 TIP, Statewide Transportation Improvement Program (STIP), Regional Transportation Plan, and the TIP/SIP Conformity Determination on this date and this location:

November 2, 2017 NJTPA Offices
One Newark Center, 17th Floor
Newark, New Jersey 07102

In addition, the public was invited to comment on the Project Pool, TCP, TIP, and related matters at monthly meetings of the NJTPA Board of Trustees and its committees. The FY 2018 – 2021 TIP was presented to the Board on Monday, November 13, 2017.

Beyond these formal procedures, the NJTPA has instituted a variety of programs and activities for promoting public participation. These are detailed in the Unified Planning Work Program (UPWP) and include outreach to interested organizations, provision of information to media outlets, and preparation and dissemination of reports and publications, in print and through the NJTPA website and social media. The UPWP also describes the Subregional Transportation Planning (STP) Program, which requires subregions to establish and maintain a mechanism for assuring public input to the planning process.

¹⁰ The final NJTPA TIP is combined with the TIPs of the other two MPOs in the state to form the Statewide Transportation Improvement Program (STIP), which is submitted to the FHWA and FTA for approval.

⁹ The URL for the NJTPA Webpage is http://www.njtpa.org.

9. Final TIP Adoption and Certification of TIP by USDOT and Final Conformity Determination Certification by USEPA and USDOT

All comments received on the Draft TIP, including written comments and comments made at the public meetings, are reviewed and distributed to the appropriate agencies for response. The comments, along with responses, appear in Appendix E of the FY 2018 - 2021 TIP.

After the Board of Trustees has adopted the TIP, it is included as part of the Statewide Transportation Improvement Program (STIP), which must be certified by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) of the US Department of Transportation (USDOT) prior to being implemented.

10. Amendments and Modifications to the TIP

The biennial publication of the TIP represents the best estimate of the projects and funding levels planned for advancement. However, it is inevitable that project changes will need to be made during the TIP fiscal year, such as adding a new project, changing the scope and/or funding level of a project, changing the source of funding, or changing the phasing of a project. Depending on the nature of the change, actions may be taken to amend or modify the TIP.

In October 2012, an updated Memorandum of Understanding (MOU) between the NJTPA, NJDOT and NJ TRANSIT and the three MPO's was adopted by the NJTPA. The MOU establishes procedures for changing the TIP after it is adopted by the NJTPA and approved as part of the STIP. The document can be revised as becomes necessary. This MOU is revised as necessary by the three parties. The updated MOU is included in the TIP as Appendix D.

11. Electronic Statewide Transportation Improvement Program (e-STIP)

The electronic Statewide Transportation Improvement Program (e-STIP) is a web-based application that provides current information contained in the STIP/TIP as the program is modified and amended. The benefits of the e-STIP are that it:

- streamlines the STIP/TIP modification and amendment process;
- allows for access in real-time to project, financial and map information;
- improves the fiscal management of the STIP/TIP; and
- reduces the amount of time necessary for review and approval of modifications and amendments to the STIP/TIP.

The general public may view the e-STIP at http://njdotestip.njit.edu/ESTIP/WebTelus/Login:LoginPublic

IV. TIP on the Internet

A. NJTPA website

In an effort to make the TIP and other documents more widely available to the public, the NJTPA has posted the TIP and related project information on the NJTPA's web site www.njtpa.org. Using the TIP on the Web offers significant advantages:

- Project information can be obtained interactively by online text or map searches via the NJTPA
 Online Transportation Information System (NOTIS) Web site at http://www.njtpa.org/NOTIS.
- The entire TIP document can be viewed on the Capital Programming Web page, http://www.njtpa.org/Project/TIP/Default.aspx. Throughout the year as amendments and modifications occur the website is updated to reflect these changes.
- Monthly status reports and current stages of the project development cycle can be accessed through NOTIS and from the Capital Programming Web page.

B. NOTIS

The NJTPA Online Transportation Information System (NOTIS), an interactive mapping and project search capability is available for viewing TIP project data on the Internet. NOTIS provides the following advantages:

- An easy way of finding out about projects without having to deal with large paper documents.
- Allows the user to obtain detailed, up-to-date project information by searching interactive maps, or by entering the county, route number, municipality, or project number into a text search.
- Project information made available through NOTIS includes schedules, phases of work, project locations, funding year, funding sources, detailed project descriptions, and project status information that is updated monthly.
- NOTIS project information can be printed for incorporation into reports at the user's location.

NOTIS includes information about current TIP and Study and Development projects. The FFY 2018 – 2021 TIP will appear on NOTIS following federal approval of the STIP at the beginning of FFY 2018.

V. Transportation Improvement Program Financial Plan

Federal legislation requires the TIP to contain a financial plan that documents anticipated available resources from public and private arenas, and to recommend innovative financing techniques to fund needed projects and programs. The TIP is required to include four fiscally constrained years.

Table 1 displays all state and federal funding included in the TIP. Programmed amounts are listed according to funding source as well as by the year in which they are programmed. The table is divided into three sections: NJDOT Projects (highway and bridge projects), NJDOT Programs, NJ TRANSIT Projects and Programs, and PANYNJ Disaster Relief Projects and Programs. The table shows all forecasted expenditures.

Individual TIP project pages display the four years of constrained funding as well as projected funding for the next six years (FY 2022 - 2027). It must be emphasized that the forecast for those years is prepared for planning purposes only and may not represent what will appear in future TIPs. (see Appendix I for detailed listing of 10 year projections)

A. Funding Sources

The TIP lists funds from federal, state and other sources. Federal funds are primarily derived from the FHWA and FTA. The FAST Act apportionments are used as a basis for specifying federal funding for all four years of the TIP. State funding, otherwise referred to as the New Jersey Transportation Trust Fund (TTF) has sufficient capital to fulfill the FY 2018 program.

Funding sources (shown in the "Fund" column of Table 1) relate directly to programs established under federal and state transportation legislation. The eligibility for each program funding category is established by federal and state law. Definitions of funding sources shown on Table 1 are provided in the TIP Glossary.

For example, the National Highway Performance Program, "NHHP" as established by MAP-21, provides support for the construction of new facilities on the National Highway System (NHS), the condition and performance of the NHS, and achieving performance targets, as set by that State's asset management plan. Other funding categories such as STP are more flexible.

1. Federal Funding

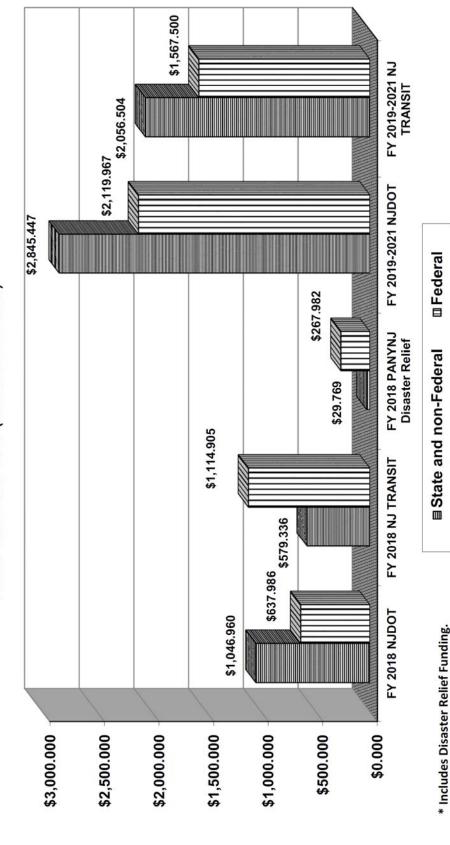
The TIP allocates a total of \$3.677 billion in funding from all sources for FY 2018, \$2.861 billion in FY 2019, \$2.837 billion in FY 2020, and \$2.891 billion for FY 2021. Federal funding allocated for those years is \$2.021 billion in FY 2018, \$1.192 billion in FY 2019, \$1.231 billion in FY 2020 and \$1.263 billion in FY 2021. (see Figure 4)

Table 1
NJTPA Transportation Improvement Program
Financial Plan for Fiscal Years 2018 - 2021 (\$ Millions)

Financial Plan for Fiscal Te	ais 2010 - 20	ZI (\$ WIIIIOIIS)	
FY 2018	FY 2019	FY 2020	FY 2021	Total
NJDOT	Projects			
0.000	0.000	0.000	6.900	6.90
0.000	2.053	0.000	3.000	5.05
13.256	7.460	0.200	12.610	33.526
7.356	7.376	0.000	0.000	14.73
0.000	4.800	17.897	27.877	50.574
1.250		0.000	0.000	1.25
283.358	230.016	234.360	198.700	946.434
55.812	98.440	23.499	38.826	216.577
194.968	121.693	76.588	107.078	500.327
0.000	12.000	26.150	50.850	89.000
7.729	7.400	3.800	0.000	18.929
\$563.729	\$491.238	\$382.494	\$445.840	\$1,883.30
NJDOT F	rograms*			
3.000	6.000	3.345	6.548	18.893
24.563	29.063	29.813	34.313	117.750
3.000	3.000	3.000	3.000	12.000
31.381	34.006	34.006	34.006	133.400
0.113	0.113	0.113	0.113	0.450
1.328	2.549	2.832	3.033	9.743
122.550	110.100	110.904	129.493	473.047
9.452	9.660	9.890	9.890	38.892
2.921	2.921	2.921	2.921	11.684
6.500	7.500	8.000	8.500	30.500
0.675	0.675	0.675	0.675	2.700
16.148	16.500	16.882	16.882	66.412
796.180	775.936	808.432	794.955	3,175.503
70.635	74.483	91.586	75.035	311.738
15.080	87.097	92.780	98.628	293.585
17.690	17.690	17.690	17.690	70.761
\$1,121.216	\$1,177.293	\$1,232.869	\$1,235.680	\$4,767.057
NJDOT Projects	and Progran	ıs*		7
\$1,684.945	\$1,668.531	\$1,615.363	\$1,681.520	\$6,650.358
NJ TRANSIT Proje	ects and Prog	rams		
12.266	12.266	12.266	12.266	49.064
46.450	69.675	69.675	69.675	255.475
4.000	2.000	0.000	0.000	6.000
1.330	1.330	1.330	1.330	5.320
0.690	0.690	0.690	0.690	2.760
3.710	3.710	3.710	3.710	14.840
13.675	30.655	12.854	0.000	57.184
249.112		254.186	255.774	1,008.532
		5.040	5.040	20.160
5.040	5.040	5.040		
5.040 2.940	5.040 2.940	2.940	2.940	11.760
2.940 550.203	2.940 0.000	2.940 0.000		550.203
2.940	2.940	2.940	2.940 0.000 177.583	550.203
2.940 550.203	2.940 0.000	2.940 0.000	2.940 0.000	550.203 702.324
2.940 550.203 171.856	2.940 0.000 175.302	2.940 0.000 177.583	2.940 0.000 177.583	550.203 702.324 54.551
2.940 550.203 171.856 14.304	2.940 0.000 175.302 14.527	2.940 0.000 177.583 14.753	2.940 0.000 177.583 10.966	550.203 702.324 54.551 2,506.671
2.940 550.203 171.856 14.304 547.665	2.940 0.000 175.302 14.527 623.840	2.940 0.000 177.583 14.753 665.952	2.940 0.000 177.583 10.966 669.214	550.203 702.324 54.551 2,506.671 70.000
2.940 550.203 171.856 14.304 547.665 70.000	2.940 0.000 175.302 14.527 623.840 0.000	2.940 0.000 177.583 14.753 665.952 0.000	2.940 0.000 177.583 10.966 669.214 0.000 0.700	550.203 702.324 54.551 2,506.671 70.000 3.400
2.940 550.203 171.856 14.304 547.665 70.000 1.000	2.940 0.000 175.302 14.527 623.840 0.000 1.000 \$1,192.436	2.940 0.000 177.583 14.753 665.952 0.000 0.700 \$1,221.679	2.940 0.000 177.583 10.966 669.214 0.000 0.700	550.203 702.324 54.551 2,506.671 70.000 3.400
2.940 550.203 171.856 14.304 547.665 70.000 1.000 \$1,694.241	2.940 0.000 175.302 14.527 623.840 0.000 1.000 \$1,192.436	2.940 0.000 177.583 14.753 665.952 0.000 0.700 \$1,221.679	2.940 0.000 177.583 10.966 669.214 0.000 0.700	550.203 702.324 54.551 2,506.671 70.000 3.400 \$5,318.248
2.940 550.203 171.856 14.304 547.665 70.000 1.000 \$1,694.241 PANYNJ Disaster Relief	2.940 0.000 175.302 14.527 623.840 0.000 1.000 \$1,192.436	2.940 0.000 177.583 14.753 665.952 0.000 0.700 \$1,221.679 Programs	2.940 0.000 177.583 10.966 669.214 0.000 0.700 \$1,209.888	550.203 702.324 54.551 2,506.671 70.000 3.400 \$5,318.245
2.940 550.203 171.856 14.304 547.665 70.000 1.000 \$1,694.241 PANYNJ Disaster Relief 29.769	2.940 0.000 175.302 14.527 623.840 0.000 1.000 \$1,192.436 F Projects and	2.940 0.000 177.583 14.753 665.952 0.000 0.700 \$1,221.679 Programs	2.940 0.000 177.583 10.966 669.214 0.000 0.700 \$1,209.888	11.760 550.203 702.324 54.551 2,506.671 70.000 3.400 \$5,318.245 29.769 267.982 \$297.751
2.940 550.203 171.856 14.304 547.665 70.000 1.000 \$1,694.241 PANYNJ Disaster Relief 29.769 267.982	2.940 0.000 175.302 14.527 623.840 0.000 1.000 \$1,192.436 f Projects and 0.000 0.000 \$0.000	2.940 0.000 177.583 14.753 665.952 0.000 0.700 \$1,221.679 Programs 0.000 0.000 \$0.000	2.940 0.000 177.583 10.966 669.214 0.000 0.700 \$1,209.888	550.203 702.324 54.551 2,506.671 70.000 3.400 \$5,318.245 29.769 267.982
	FY 2018 NJDOT 0.000 0.000 13.256 7.356 0.000 1.250 283.358 55.812 194.968 0.000 7.729 \$563.729 NJDOT F 3.000 24.563 3.000 31.381 0.113 1.328 122.550 9.452 2.921 6.500 0.675 16.148 796.180 70.635 15.080 17.690 \$1,121.216 NJDOT Projects \$1,684.945 NJ TRANSIT Proje 12.266 46.450 4.000 1.330 0.690 3.710 13.675 249.112	FY 2018 FY 2019	FY 2018 FY 2019 FY 2020	FY 2018 FY 2019 FY 2020 FY 2021

^{*} NJTPA's share of Statewide Programs is estimated at 75%.

Figure 4
NJTPA FY 2018 Transportation Improvement Program
NJDOT and NJ TRANSIT Funding Distribution
Federal and State and non-Federal Dollars
Fiscal Years 2018-2021 (Millions of Dollars)



Federal transportation funding generally provides a certain level of funding flexibility for capital programming. Prior to ISTEA, highway funds could (with some exceptions) only be used on highway projects; similarly, transit funds could only be spent on transit projects. MAP-21 similar to prior laws allows MPOs to look at their needs on a regional basis and to transfer funds between programs and modes accordingly. Since 1991, the NJTPA, NJDOT and NJ TRANSIT have agreed annually that highway funds are "flexed" (switched) to transit projects. In FY 2018, \$46.45 million in Congestion Mitigation Air Quality (CMAQ) funds, \$70.00 million in STBGP-NJ, and \$1.00 million in Surface Transportation Program Transportation Enhancements (STP-TE) funds will be "flexed" to NJ TRANSIT for the NJTPA region. Additionally, CMAQ funds are flexed from the Local CMAQ Initiatives Program to NJ TRANSIT for local transit projects that enhance air quality.

2. State Transportation Trust Fund (TTF)

The TTF and other non-federal resources will provide \$1.656 billion in FY 2018 and \$1.669 billion in FY 2019 for highway, bridge, transit and local expenditures.

Normally, a substantial share of state funds would be applied to 20 percent match required by most FHWA funding categories. However, under federal transportation legislation, it is recognized that some states collect toll revenues that are used to maintain highways vital to interstate commerce, as well as commutation. Congress reasoned that this substantial local investment should be recognized as part of a state's overall contribution to the federal/state transportation partnership. An example of this is the NJ Turnpike, which carries I-95 on the key link between New York and Philadelphia and is financed by tolls. Accordingly, federal legislation recognizes such investments as "credit for the non-federal share," referred to as "Non-Federal Match" or "soft match." The soft match provision means New Jersey is able to "draw down" all available federal funds without a cash state match. As a result, the state funds can be used to fund other projects. It has been assumed that the soft match provision will be applicable throughout FYs 2018 – 2021.

B. Fiscal Constraint of the FY 2018 – 2021 TIP Funding Plan

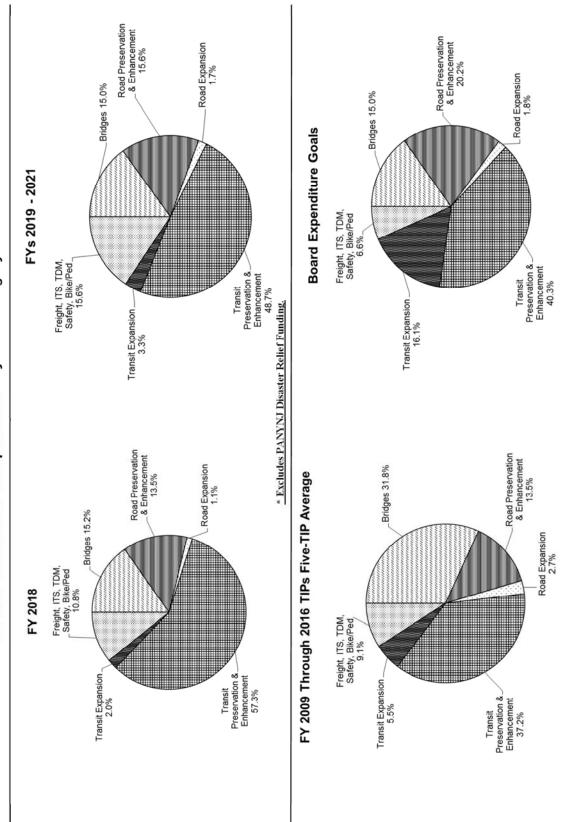
The four year funding for the FY 2018 TIP is within the overall revenue projections of the current RTP. The funding plan for the TIP conservatively assumes federal and state funding resources to remain flat for NJDOT and NJ TRANSIT over the next four years.

C. Expenditures as compared with Board of Trustees Goals

Figure 5 shows the categories of expenditures in the FY 2018 – 2019 TIP. The expenditure categories shown on Figure 5 are in accordance with those identified in the Regional Capital Investment Strategy (RCIS) which was adopted by the NJTPA Board of Trustees in September 2005. Figure 5 shows the following expenditure categories:

- Bridges
- Road Preservation and Enhancement
- Road Expansion
- Transit Preservation and Enhancement
- Transit Expansion
- Freight, Intelligent Transportation Systems (ITS), Travel Demand Measures (TDM), Safety, and Bicycle/Pedestrian projects.

Figure 5 FY 2018 Distribution of Expenditures By RCIS Category *



The percentage distribution of expenditures is shown in pie-charts for FY 2018, FYs 2019- 2021, and the five-TIP average of TIPs from FY 2009 through 2016. These distributions can be compared with the Board of Trustees RCIS expenditure goals, shown in a separate pie chart in the lower right hand portion of Figure 5.

FY 2018 funding for projects and programs that fall into the Preservation and Enhancement categories is 70.8%, and another 15.2% is allocated to Bridges. When added together, 86.0% of all funding is allocated for State of Good Repair projects and programs. Funding for Road Expansion projects is 1.14% in FY 2018, which is below the Board expenditure goal of 1.8% for that category. Road Expansion in FY 2019 through 2021 is forecast to be 1.69%, which is also below the Board expenditure goal.

D. Projects Requiring Financial Plans

Recipients of federal funding for projects with a total cost of between \$100 million and up to \$500 million must have a financial plan. Changes to the requirements for a Financial Plan under MAP-21 include a phasing plan when there are insufficient financial resources identified to complete the entire project, and an assessment of a public-private partnership (P3) to deliver the project. This plan shall include the following content items:

- Cost Estimate
- Plan Implementation
- Financial Revenues
- Cash Flow
- Risk Identification and Mitigation Factors
- Phasing Plan
- Public Private Partnership (P3) evaluation

This information should reflect actual cost, expenditure and revenue performance. The plan is prepared by either NJDOT or NJ TRANSIT with NJTPA consultation, submitted to the Board of Trustees for consideration and approval, and forwarded to FHWA/FTA for certification prior to funding authorization. The plan must meet the fiscal constraint requirements of the Regional Transportation Plan, and the current TIP because it serves as a commitment to fund the project through completion. The FY 2018 TIP has three projects with approved financial plans: Route 72, Manahawkin Bay Bridges in Ocean County; Route 206 Projects in Somerset County; and Route 3, Route 46, Valley Road and Notch/Rifle Camp Road Interchange in Passaic County. Table 2 displays the funding commitment.

Table 2
Financial Plan Commitment (Millions of \$)

Route 72, Manahawkin Bay Bridges												
		Funding										
DB#	Contract	Source	2018	2019	2020	2021	2022					
11385	1A & 1B	NHPP		\$20.304	\$19.116							
00357C	4	NHPP	\$26.506									
		Total	\$26.506	\$20.304	\$19.116							

Route 2	06 Projects i	n Somerset	County				
		Funding					
DB#	Contract	Source	2018	2019	2020	2021	2022
779	-	State	\$5.000				
779	-	NHPP	\$20.000	\$17.000	\$15.000		
780A	-	NHPP	\$5.000	\$5.500	\$15.000	\$15.000	\$16.000
780B	-	NHPP		\$8.500	\$16.000	\$16.000	
		Total	\$30.000	\$31.000	\$46.000	\$31.000	\$16.000

Route 3,	Route 46, V	alley Road	and Notch/	Rifle Cam _l	Road Inte	rchange					
	Funding										
DB#	Contract	Source	2018	2019	2020	2021	2022				
059B	В	NHPP		\$34.750	\$35.950	\$35.450	\$29.500				

To review the list of projects that may have or need financial plans, see Appendix A.

E. NJDOT Financial Plan for the STIP¹¹

1. Financial Forecasts

Federal law and regulations require that the Statewide Transportation Improvement Program (STIP) be fiscally constrained for the first four years. Specifically, "planned federal aid expenditures" cannot exceed "projected revenues." The major sources of funding identified in this document are the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), the New Jersey Transportation Trust Fund, and the Port Authority of New York and New Jersey (PANYNJ).

NJDOT and its transportation planning partners (NJ TRANSIT, NJTPA, Delaware Valley Regional Planning Commission, South Jersey Transportation Planning Organization, FHWA, and FTA) have developed an estimate of \$37.730 billion in available state, other, and federal revenues to support the state's transportation budget during the 10 fiscal years from FY 2018 through FY 2027. (For planning purposes, state revenues are estimated on the basis of state fiscal years, which begin on July 1, and federal revenues are estimated on the basis of federal fiscal years, which begin on October 1.) This amount constitutes the funding expected to be available to support the whole FY 2018 - 2027 Statewide Transportation Improvement Program (STIP). These revenue estimates were developed cooperatively by NJDOT, NJ TRANSIT, and New Jersey's three MPOs, with full consultation with FHWA and FTA, in the fall of 2016.

The assumptions underlying financial forecasts on a statewide and MPO area basis are as follows:

• The STIP/TIP is a 10-year plan that is fiscally constrained based on federal resources remaining flat for NJDOT and NJ TRANSIT. State resources were assumed to remain flat

¹¹ State of New Jersey Fiscal Year 2018 Statewide Transportation Improvement Program, New Jersey Department of Transportation (NJDOT), excerpts from the Introductory Text.

- in FYs 2018 through 2027. State funding consists of the Transportation Trust Fund and the Port of New York and New Jersey funding resources.
- Dollar amounts shown in federal funding categories are based, except as otherwise noted below, on the *Fixing America's Surface Transportation* (FAST) *Act* federal-aid apportionment tables or equivalent data obtained from the FHWA, FTA, and Federal Aviation Administration (FAA), as appropriate. It should be noted that the apportionment tables are greater than the obligation authority that will ultimately be provided. Obligation authority applies only to FHWA formula funds. Historically, obligation authority has been approximately 8 to 10 percent below appropriated levels.
- Construction cost estimates are escalated to the mid-point of construction to address "year of expenditure dollars." NJDOT's Cost Estimating Guideline provides the methodology for developing, documenting, and reviewing construction cost estimates throughout the project development process. The NJDOT uses several methods and tools to develop construction cost estimates, including: historical bid-based estimating, analogous or similar project estimating, historical percentages estimating, and cost-based estimating. All NJDOT projects are to include a 3% inflation factor when providing future year construction cost estimates. The NJDOT uses AASHTOW Project Cost Estimation software for preparing construction cost estimates to produce more accurate and consistent estimates throughout the engineering cycle.
- For the purpose of defining a project line item estimate in the STIP, each item includes an estimate of independent contractor costs to produce the project, an estimate of implementing agency costs anticipated in support of the development and delivery of the project, and any payments to third parties regarding matters of right-of-way and utility relocations. The implementing agency costs include activities such as: inspection, testing, equipment and salary costs.
- Funds in the Surface Transportation Block Grant Program (STBGP) and Transportation Alternatives Program (TAP) categories are broken down into the allocations and minimums required by federal law.
- The State will provide \$2.0 billion in both FY 2018 and FY 2019 to support the Capital Program. For programming purposes, it is assumed that NJDOT's share of State funds is \$1.324 billion and \$1.240 billion of TTF in FY 2018 and FY 2019, respectively. NJ TRANSIT's share of the TTF is \$676.0 million in FY 2018 and \$760.0 million in FY 2019.
- The following transfers are programmed between NJDOT and NJ TRANSIT:
 - * For FY 2018-FY 2021: \$50 million (in FY 2018) and \$75 million (in FYs 2019-FY 2021) of FHWA Congestion Mitigation Air Quality (CMAQ) funds, and \$1 million of TAP funds are to be transferred annually for use by NJ TRANSIT.
 - * For FY 2018: \$85 million of FHWA STBGP suballocated funds are to be flexed to NJ TRANSIT in return for \$85 million of TTF funds for local project support by the NJDOT.
 - FY 2018 marks the fifth and final year of the exchange of federal sub-allocated funds, for State or TTF funds between the MPOs and NJ TRANSIT. The elimination of this exchange of funds has no impact on overall funding for either the MPOs local highway program or NJ TRANSIT, as both have mutually agreed that it is not necessary for future program development.
- A total of 11 Port Authority of New York and New Jersey PATH programs and one NJ TRANSIT Disaster Relief Funding program are reinstated in the final FY 2018 STIP. As per FTA's request, funds must be shown in the fiscal year that the grant application is submitted.

- Because New Jersey is classified as a "non-attainment" area with regard to air quality, certain project funding must meet a federal standard of "available or committed" revenue in FY 2018 and FY 2019 to be considered fiscally constrained. Such projects are those which are funded with federal resources, and all other "projects of regional significance" regardless of funding source. All federal funds in FY 2018 and FY 2019 are based on the current federal-aid apportionment table allocations, or equivalent data obtained from FHWA, FTA and the FAA, as appropriate, and are therefore considered available. All TTF funding for FY 2018 will be appropriated July 1, 2017. Sufficient funds are available or committed to cover funding of projects and programs in the FY 2018 FY 2019 period. New Jersey's Transportation Authorities use authority revenues to fund various projects classified as projects of regional significance.
- The current STIP and Capital Program provides funding for the NJDOT and NJ TRANSIT employee salaries, leave and fringe benefits, overhead, and other administrative costs which benefit the development and delivery of their transportation programs. This funding is provided from both federal-aid and state TTF sources, and these funds are allocated for multi-year and previously authorized project costs. Federal-aid in support of employee and administrative costs is programmed on an individual project basis. TTF funding is programmed as a single item under the heading of "Program Implementation Costs, NJDOT." For NJ TRANSIT, TTF funding is allocated to specific programs.
- The state of New Jersey has made a significant commitment to public transportation through continued operating support from the state's general fund. Since the inception of NJ TRANSIT, the state has contributed nearly \$7.5 billion of operating assistance, nearly \$3.2 billion in the last 10 years alone. During the same 10-year period, the state also has chosen to supplement that operating assistance with over \$1 billion of funding, allocated to transportation operations from the state's general fund contribution, to the TTF.

2. Advance Construction Projects

Advance Construction (AC) is a procedure to advance a federally funded project phase into the current fiscal year and implement it with non-federal funds. Use of AC is subject to the availability of non-federal funds (e.g., state funds) in the year in which the project is to be implemented, and the availability of federal funds in the year in which the AC project is to be converted to a regular federal-aid project. AC projects are to be listed individually in the TIP and STIP in both the year that the project is to be implemented and the year in which the conversion is to take place. Appropriate notification will be provided in the TIPs and STIP so it is clearly understood that these "other funds" are available and that future federal funds may be committed to these AC projects. Fiscal constraint must be maintained throughout this process for both the implementing and conversion years.

The MPOs and State agree that the inclusion of an AC project in the TIP/STIP in the year the project is to be implemented signifies that the project can be converted to federal funding when federal funds become available and the decision is made to convert.

3. Multi-Year Funded Projects

Multi-year funding is a capital programming approach to program and authorize only that portion of a given project phase necessary to support reimbursement of planned cash outlays for a given year. Remaining portions of the project phase are programmed in subsequent years. In the first fiscal year of funding for a multi-year funded phase of work, NJDOT will only seek federal authorization for that portion of the federal funds shown in that fiscal year in the

TIP/STIP. The remaining balance of funds for that particular phase of work will appear in the TIP/STIP in the fiscal year NJDOT intends to request Federal authorization for the remaining funds needed for continuation/completion of the phase/project.

Each multi-year federal funded project will be submitted to FHWA with the condition that authorization to proceed is not a commitment or obligation to provide federal funds for that portion of the undertaking not fully funded herein. Fiscal constraint will be maintained at all times throughout this process.

In the event that sufficient federal funding is not available in any fiscal year to complete a multi-year funded phase of work, NJDOT will take full responsibility to fund that portion of the phase of work in accordance with applicable Federal and New Jersey State law. In the event that State or other funding would not be available to complete a project, the project may be terminated or placed on hold until such time as funding is made available. In such cases, NJDOT would need to comply with applicable Federal and New Jersey State law, including where applicable, providing a revised air quality determination to FHWA/FTA and reimbursing FHWA/FTA for any federal funds expended on the project.

4. Non-Federal Match

Toll Credit – Soft Match: As previously noted in relation to the Transportation Trust Fund, New Jersey takes advantage of a "soft match" to meet federal matching funds requirements. This involves taking credit for improvements financed by toll revenues. Toll Credits were created in the Transportation Equity Act for the 21st Century (TEA-21) and are to be used as a credit toward the non-Federal matching share of programs authorized by Title 23 (except for the emergency relief program) and for transit programs authorized by Chapter 53 of Title 49.

The amount of credit earned is based on revenues generated by the toll authority (i.e., toll receipts, concession sales, right-of-way leases or interest), including borrowed funds (i.e., bonds, loans) supported by this revenue stream, that are used by the toll authority to build, improve or maintain highways, bridges or tunnels that serve interstate commerce.

The federal government has allowed the State and Local Governments to use toll credits to be part of the 20% local matching funds in regard to transit grants. This allowance results from the recognition that different modes of transportation are interconnected. Capital expenditures to reduce congestion in a particular corridor benefit all modes in that corridor, be they automobiles, transit buses, or a rail system.

New Jersey will begin federal FY 2018 with a balance of \$5.257 billion in available toll credits. Both NJDOT and NJ TRANSIT use approximately \$275 million in toll credits each year, and earn \$900 million in additional toll credits annually. By the end of FFY 2021, an estimated balance of \$7.757 billion is expected to be available.

With the assumption that federal funds apportionments will continue to remain flat and a steady or increasing request for additional credits will continue, one could reasonably expect the balance of toll credits to accrue over the next 10 years. With new credits outpacing usage, the risk of toll credits being unavailable to provide the soft match is low.

F. NJ TRANSIT Financial Plan

The Transportation Improvement Program (TIP) is formulated to guide NJ TRANSIT's capital investment plans for the existing system and strategic expansion. The NJ TRANSIT element of the FY 2018 – 2021 NJTPA TIP amounts to \$5.318 billion for the region. The NJ TRANSIT Capital Program continues the agency's "making public transportation the preferred choice of travel" approach; advancing many initiatives that modernize the transit system, while improving service reliability, frequency and connectivity. As stated in the NJDOT Financial Plan, the NJ TRANSIT Capital Program is supported primarily through state and federal funding. The total statewide Transportation Trust Fund (TTF) is appropriated at the level of \$2.00 billion in FY 2018 and \$2.00 billion in FY 2019. Of the statewide total, NJ TRANSIT is allocated \$547.665 million in FY 2018 and \$623.840 million in FY 2019.

Federal formula funds are programmed based on revenue estimates developed cooperatively by NJDOT, NJ TRANSIT, and New Jersey's three MPOs, with full consultation with FHWA and FTA.

The NJ TRANSIT TIP pages include project programming as well as a listing of *Unobligated Prior Year Funding* comprising funds that were not obligated in prior TIP years. Unobligated Transit funds are carried over from year to year, and can be added to currently programmed funding.

1. Financial Capacity – Sufficiency of Funding

The following financial capacity assessment demonstrates the resource availability and regional allocation for transit projects. Total transit funding within the NJTPA region is anticipated to be over \$1.694 billion for FY 2018, which includes the following resources:

- **FTA Funding:** \$447.252 million of FTA funding in the NJTPA region is anticipated to be available in FY 2018. Federal formula funds consist of \$249.112 million of Section 5307 funds and \$171.856 million of Section 5337 funds. Other federal funds include \$5.04 million Section 5310, \$2.94 million Section 5311, \$14.304 million Section 5339, \$4.0 million DEMO funds, and \$550.203 million Section 5324 funds.
- **STP-NJ/STP-TE Funding:** \$70 million of STP-NJ funding and \$1 million of STP-TE funds are anticipated to be available in the NJTPA region for transit projects in FY 2018.
- **CMAQ Funding:** \$46.45 million of FY 2018 CMAQ funding is anticipated to be available in the NJTPA region for transit projects in FY 2018.
- **State Funding**: State Transportation Trust Funds totaling approximately \$547.665 million are anticipated for transit projects in the NJTPA region in FY 2018.
- Other Funding: The FY 2016 program assumes \$30.341 million of other funding in the NJTPA region. The largest source of funds is the Casino Revenue Fund in the amount of \$12.266 million. Metro North funds total \$0.69 million, and OPER Funds of \$3.71 million. Additional funding sources from the New Jersey Economic Development Authority total \$13.675 million in FY 2018.

The NJTPA program also includes \$1.330 million in matching funds for the Section 5310 Program and the Section 5311 Program. These funds are from local programs, other federal programs and a match from NJ TRANSIT's operating budget.

2. Operations/Maintenance of Reinvestment

NJ TRANSIT has been able to implement its capital program, including service expansion projects, while keeping operating cost increases consistent with transportation cost indices and maintaining a balanced operating budget each year. NJ TRANSIT emphasizes strengthening maintenance of equipment capability to ensure that cars and locomotives will be kept in good operating condition. Investments to bring the system to a state of good repair and improve service quality are critical to a viable and efficient transit system.

For NJ TRANSIT, operating funding comprises a much larger share of its total expenditures. Operating funding gaps are a much greater long term concern. NJ TRANSIT is one of the nation's largest public transit agencies and one of the most cost efficient, with 51% of its operating budget supported by passenger fares and other system generated revenues (such as advertising and parking). NJ TRANSIT's FY 2018 operating budget is \$2.22 billion. The expenses which are not covered by system revenues are supported by yearly State appropriations and various Federal funding sources.

The primary concern facing NJ TRANSIT in the long term is continued support for operations. NJ TRANSIT is periodically required to impose fare increases to make up shortfalls in operating funds. It also continues to direct a portion of capital funds each year to support operations – principally maintenance of bus and rail systems and vehicles.

3. Innovative Financing

NJ TRANSIT continues to pursue a variety of innovative financing strategies to control its costs and increase revenues. Opportunities for leveraged lease revenues are limited by current Federal law that no longer allow for domestic leases and that restrict cross border leases to State-funded assets. Another financing technique has been capital lease opportunities. A capital lease stretches building and equipment purchases over a longer period of time to more effectively manage tight resources while responding to the current needs of operation.

4. Private Enterprise Participation

Through its Office of Carrier Administration, NJ TRANSIT will continue to discuss its participation in the Capital Program with privately owned carriers.

NJ TRANSIT continues its policy of contracting for certain bus services. All new and major restructured bus service is competitively bid. The process followed by NJ TRANSIT is designed to minimize impediments in competitive bidding while striving to maintain a high level of service quality.

PROJECT SUMMARY BY COUNTY

NJTPA Transportation Improvement Program Fiscal Years 2018 - 2021 Highway and Bridge Project Summary by Subregion

Project	DBNUM	FY 20 PHASE		FY 20 PHASE		FY 2020 PHASE COST		FY 2021 T PHASE CO		Page
Bergen County Projects										
ADA North, Contract 5	15415			CON	1.10					1
ADA North, Contract 6	15416			CON	2.53					2
Fifth Avenue Bridge (AKA Fair Lawn Avenue Bridge) over Passaic River	NS9606	CON	17.50	ı						3
Market Street/Essex Street/Rochelle Avenue	98546			DES	1.00	ROW	0.20			4
Route 1&9, Bridge over NYS&W RR & Division Street to Fairview Avenue	9240			PE	1.50			DES	2.50	5
Route 4, Bridge over Palisade Avenue, Windsor Road and CSX Railroad	065C	DES	4.00			ROW	2.00			6
Route 4, Grand Avenue Bridge	08410			DES	4.70					7
Route 4, Hackensack River Bridge	02346			PE	5.50			DES	4.50	8
Route 4, Jones Road Bridge	94064			DES ROW UTI	1.40 0.60 6.00	CON	10.00	CON	10.30	9
Route 4, River Drive to Tunbridge Road	12431A			CON	7.35					10
Route 4, Teaneck Road Bridge	93134			DES ROW	2.00 0.60	UTI	0.60			11
Route 4, Tunbridge Road to Route 9W	12431B			CON	12.00	CON	12.08			12
Route 9W, Palisades Avenue to New York State Line	11406	PE	1.00	DES	1.20					13
Route 17, Bridges over NYS&W RR & RR Spur & Central Avenue (CR 44)	14319			PE	2.00					14
Route 17, Sprout Brook, Culvert Replacement	11357	PE	0.30	DES	0.60					15
Route 46, Bergen Boulevard to Main Street	12428			CON	6.67					16
Route 46, Bridge over Erie-Lackawanna Railroad	16348			PE	0.70			DES	2.20	17
Route 46, Bridges over Route 17	14418			PE	2.50			DES	4.75	18
Route 80 WB, McBride Avenue (CR 639) to Polify Road (CR 55)	11415	PE	12.80	ı		DES	9.00	DES ROW	10.00 3.00	19
Route 208, Wyckoff Twp., Bergen Co., Culvert Replacement	11355			DES	0.75			ROW	0.30	20
Route 3 EB, Bridge over Hackensack River & Meadowlands Parkway	15430			PE	3.50			DES	5.50	21
Essex County Projects										
ADA North, Contract 4	15414					CON	5.10			1
Delancy Street, Avenue I to Avenue P	NS0504					CON	15.00			2
Main Street and Scotland Road, Intersection Improvements	N1706	CON	0.50							3
McClellan Street Underpass	NS9812			CON	15.00					4

Project	(Essex continued)	DBNUM	FY 2 PHASE		FY 20 PHASE		FY 20 PHASE		FY 20 PHASE		Page
PANY&NJ-N	JDOT Project Program	11407	ERC	100.00							5
Port Newark and Expansion	Container Terminal (PNCT) Access Improvement on Project	N1501	CON	57.42	CON	33.20	CON	23.50	CON	38.83	6
Replacement (P&H) Line	of Bridge 3.08 on ConRail Passaic & Harsimus	N1709	CON	2.00							7
Route 7, Mil	I Street (CR 672) to Park Avenue (CR 646)	12408B			DES UTI	1.40 0.50			CON	10.00	8
Route 10, Cl	nelsea Drive to Kelly Drive	15439			PE	1.50			ROW	0.40	9
Route 21, Ne	ewark Needs Analysis, Murray Street to Edison Place	99381	PE	1.30			DES	1.80			10
Route 23, Bl Contract	oomfield Avenue to Bridge over NJ Transit, ADA	12420A	ROW	0.50			CON	2.95			11
Route 23, Ro	oute 80 and Route 46 Interchange	9233B6			DES	2.50			ROW	0.50	12
Route 27, De	ehart Place to Route 21	15371					CON	13.26			13
Route 46, Pa	assaic Avenue to Willowbrook Mall	9233B3	CON	37.20							14
Route 46, Ro	oute 287 to Route 23 (Pompton Avenue), ITS	06366B			CON	5.90					15
Route 280 Ro	ockfall Mitigation, West Orange Township	16327			CON	3.30					16
Route 280, W & NJ Transit	/B Ramp over 1st & Orange Streets, Newark Subway	12318	DES	2.60	ROW	0.15	CON	12.00	CON	12.00	17
Two Bridges	Road Bridge and West Belt Extension	NS9801	CON	23.20							18
Hudson	County Projects										
ADA North, C	Contract 6	15416			CON	2.53					1
Conrail Passa (Liberty Corri	aic & Harsimus Line, Hack to Kearny Double Track dor)	17340	CON	1.80							2
Johnston Ave	enue Road Improvements	N1704			CON	1.37					3
PANY&NJ-N	JDOT Project Program	11407	ERC	100.00	١						4
Paterson Pla	nk Road (CR 681), Bridge over Route 3 at MP 10.04	16307	DES	1.40	ROW	0.10					5
Pedestrian B	ridge over Route 440	17356	DES CON	0.35 0.22	CON	4.30					6
Portway, Fish	House Road/Pennsylvania Avenue, CR 659	97005B	ROW	3.00			CON	11.65	CON	11.65	7
Route 1&9, Avenue	Bridge over NYS&W RR & Division Street to Fairview	9240			PE	1.50			DES	2.50	8
Route 1, Ro	ute 3 to 46th Street	15376	CON	2.69							9
Route 3 & F	Coute 495 Interchange	12386			PE	3.25					10
Route 3, Bri	dge over Northern Secondary & Ramp A	08346	UTI CON	0.50 22.00							11
Route 7, Ke	arny, Drainage Improvements	93186			DES ROW	6.00 3.40			CON	18.00	12
Route 3 EB, Parkway	Bridge over Hackensack River & Meadowlands	15430			PE	3.50			DES	5.50	13

(Hunterdon continued)	DEMON	PHASE	COST	PHASE	CO31	РПАЭЕ	COST	РПАЭЕ	CO31	
Hunterdon County Projects										
ADA Central, Contract 3	15419					CON	10.48			1
Church Street Bridge, CR 579	NS9806			ROW	0.40	CON	3.80			2
Delaware & Raritan Canal Bridges	15322			PE	1.00	DES	1.20	CON	10.05	3
Milford-Warren Glen Road, CR 519	NS9703	CON	8.30							4
Route 22, Bridge over NJT Raritan Valley Line	14425			PE	1.00			DES	1.50	5
Route 22, EB, Route 78 to Rt 28 (CR 614, Easton Turnpike)	11409	CON	10.69							6
Route 29, Alexauken Creek Road to Washington Street	11413C	PE	1.00	DES	1.40					7
Route 29, Bridge over Copper Creek	16351	PE	0.50	DES ROW	1.05 0.15			CON	2.60	8
Route 29, Rockfall Mitigation, Kingwood Twp	11413B					CON	14.50	CON	14.50	9
Route 31 SB, CR 523 (Walter Foran Boulevard) to Wescott Drive (CR 600)	08327B	DES	1.10	ROW	0.10			CON	4.00	10
Route 31, Bull Run Road to Branch of Stoney Brook	12401	CON	1.88							11
Route 31, Church Street (CR 650) to E Main Street/Flemington Jct Road	08327C			PE	1.00			DES	1.18	12
Route 31, HealthQuest Boulevard to River Road	08327D			PE	1.30			DES	1.50	13
Route 31, Route 78/22 to Graysrock Road	11342A			DES	1.10					14
Route 78 Rockfall Mitigation, Bethlehem Township	15338			CON	8.00					15
Middlesex County Projects										
ADA Central, Contract 2	15418							CON	14.20	1
ADA Central, Contract 3	15419					CON	10.48			2
Delaware & Raritan Canal Bridges	15322			PE	1.00	DES	1.20	CON	10.05	3
Grove Avenue, Bridge over Port Reading RR	14423	PE	0.75	DES	1.40					4
Livingston Avenue Traffic Calming	N1705			CON	6.01					5
Oak Tree Road Bridge, CR 604	99316	DES	1.35	ROW	0.25	CON	13.15			6
Route 1, Alexander Road to Mapleton Road	17419	PE	1.20			DES	2.00	ROW	3.00	7
Route 1, NB Bridge over Raritan River	15303			DES	2.00					8
Route 9/35, Main Street Interchange	079A	PE	0.50	DES	1.20					9
Route 18 NB, Bridge over Conrail	16352	PE	0.60	DES	0.80			ROW	0.25	10
Route 18, East Brunswick, Drainage and Pavement Rehabilitation	10354	ROW	0.50	CON	18.00	CON	16.00	CON	15.50	11
Route 18, South of Texas Road to Rues Lane, Pavement	11408	CON	22.90							12
Route 27 ADA Ramps, Evergreen St to Elizabeth River	10316A			CON	10.60					13
Route 33, Bentley Road to Manalapan Brook	12425	CON	9.24							14
Route 35, Heards Brook and Woodbridge Creek, Culvert Replacement	10381	PE	0.60	DES	0.70					15

Project	(Middlesex continued)	DBNUM	FY 20 PHASE		FY 20 PHASE		FY 20 PHASE	-	FY 20 PHASE		Page
Route 35, R	oute 9 to Colonia Boulevard	15392	PE	0.43	DES	0.75					16
Route 130, E	ridge over Millstone River	16339			PE	0.70			DES	1.10	17
Route 130, V	Vestfield Ave. to Main Street	11309			CON	4.60					18
Route 171, R	coute 130 to Lincoln Avenue	15363	CON	2.54							19
Route 287, Ir	nterchange 10 Ramp Improvements	9169Q					PE	0.50	DES	1.00	20
Route 287, R	tiver Road (CR 622), Interchange Improvements	9169R					PE	0.75	DES	0.90	21
Schalk's Cro	ssing Road Bridge, CR 683	00321			CON	13.46					22
Monmo	uth County Projects										
ADA Central	Contract 1	15417							CON	10.50) 1
ADA Central	Contract 2	15418							CON	14.20	2
County Route Gravel Hill R	e 537 Corridor, Section A, NJ Rt. 33 Business and oad	NS0403			DES	3.00	ROW	7.00			3
Halls Mill Ro	ad	HP01002	CON	18.00							4
Monmouth C Debbie's Cre	ounty Bridges W7, W8, W9 over Glimmer Glass and ek	NS9306	DES	3.00			ROW	1.00	CON	30.00	5
Route 18, S	outh of Texas Road to Rues Lane, Pavement	11408	CON	22.90							6
Route 33 Bu Branch	siness, Bridge over Conrail Freehold Secondary	12379	PE	0.80			DES	2.00	ROW	0.50	7
Route 33, B	entley Road to Manalapan Brook	12425	CON	9.24							8
Route 33, B	ridge over Millstone River	14422	PE	0.50	DES	1.00					9
Route 33, S	chool House Road to Fortunato Place	12405	CON	4.66							10
Route 33B,	Kondrup Way to Fairfield Rd	12410	CON	5.20							11
Route 34, B	ridge over former Freehold and Jamesburg Railroad	11315	CON	9.24							12
Route 34, C	R 537 to Washington Ave., Pavement	11307	PE	2.00					DES	6.00	13
Route 35, B	ridge over North Branch of Wreck Pond	14429			DES	0.65			ROW	0.28	14
Route 35, O	ld Bridge Road to Route 34 & Route 70	15389A	DES	1.30	ROW	1.00			CON	9.20	15
Route 66, Ju	umping Brook Road to Bowne Road/Wayside Road	14357	DES	1.50	ROW	1.50	CON	15.30			16
Route 71, B	ridge over NJ Transit (NJCL)	15449			PE	1.00			DES	1.00	17
Route 71, W	yckoff Road, CR 547	HP01001	DES	0.40	ROW	0.60			CON	3.50	18
Route 195 W	(B, Route 295 to CR 524/539 (Old York Road)	14377			CON	0.83					19
Rumson Roa	d over the Shrewsbury River, CR 520	NS9706	ROW	4.00			CON	60.00			20
Morris C	County Projects										
ADA North, 0	Contract 1	15411			CON	6.00					1
ADA North, 0	Contract 2	15412					CON	1.10			2
ADA North, 0	Contract 4	15414					CON	5.10			3

			FY 20	140	FY 20	(\$ Milli	ions) FY 20	120	FY 20	124 B	Page
Project	(Morris continued)	DBNUM	PHASE								aye
Landing Road	d Bridge Over Morristown Line, CR 631	NS9708			ROW	1.00	CON	6.58			4
NY Susqueha	anna and Western Rail Line Bicycle/Pedestrian Path	NS9803	ROW	5.00	CON	7.00					5
Openaki Roa	d Bridge	NS9802	DES	1.00	ROW	0.50	CON	6.00			6
Route 10, El	3 widening from Route 202 to Route 53	12303	PE	0.75	DES	1.00					7
Route 10, Hi	llside Ave (CR 619) to Mt. Pleasant Tpk (CR 665)	11339	DES	1.50	ROW	1.00	CON	16.80			8
Route 10, Je	efferson Road	00312	PE	0.90			DES	1.35			9
Route 10, W	B Rt 287 to Jefferson Rd	12436			CON	3.51					10
Route 10/202	2, NJ 53 to Johnson Road, Operational Improvements	98338C	PE	1.00	DES	1.40	ROW	4.50			11
Route 15 SB	s, Bridge over Rockaway River	14414	PE	0.86	DES	1.05					12
Route 23, Al	exander Road to Maple Lake Road	11424	CON	11.68							13
Route 23, Br	ridge over Pequannock River / Hamburg Turnpike	08347			DES	3.00	ROW	4.90			14
Route 46, Ca	anfield Avenue	13316	PE	0.50							15
Route 46, Ma	ain Street/Woodstone Road (CR 644) to Route 287,	06366A			CON	5.90					16
Route 46, Ma	ain Street/Woodstone Road (CR 644) to Route 80	06366D	PE	1.00	DES	1.30					17
Route 46, Pe	equannock Street to CR 513 (West Main Street)	16318			PE	0.60			DES	0.90	18
Route 46, Ro	oute 287 to Route 23 (Pompton Avenue), ITS	06366B			CON	5.90					19
Route 46, St	iger St to Sand Shore Rd/Naughright Road	15387	CON	4.60							20
Route 53, Po	ondview Road to Hall Avenue	12424			DES	0.75			ROW	0.55	21
Route 57/18	2/46, Hackettstown Mobility Improvements	9237	DES ROW	0.60 0.45	CON	2.05					22
Route 80, Br	ridges over Howard Boulevard (CR 615)	15351	PE	1.50			DES	2.35			23
Route 80, Ro	ockfall Mitigation, Rockaway, Denville, Par-Troy	15444			CON	3.25					24
Route 80, Ro	oute 15 Interchange	93139					DES	6.00	ROW	1.00	25
Route 15 and	Berkshire Valley Road (CR 699)	13350	DES	0.95	ROW	0.42	CON	2.60			26
Route 181, E	spanog Road to Prospect Point Road	15378	CON	1.60							27
Route 287 N	3, Route 202/206 to South Street (CR 601)	15405	CON	17.05							28
Schooleys Me	ountain Bridge Rehabilitation	N1707	CON	1.00							29
Two Bridges	Road Bridge and West Belt Extension	NS9801	CON	23.20							30
Waterloo Roa	ad over Musconetcong River	NS0107	CON	3.00							31
Ocean C	County Projects										
ADA Central,	Contract 1	15417							CON	10.50	1
F.R.E.C. Acc	ess Road, Bridge over Toms River	15323									2
Route 9, Inc	dian Head Road to Central Ave/Hurley Ave, Pavement	11418	DES	2.00	ROW	0.75	CON	11.70	CON	39.00	3

Project	(Ocean continued)	DBNUM	FY 20 PHASE		FY 20 PHASE		FY 20 PHASE		FY 20 PHASE		Page
Route 9, J	lones Rd to Longboat Ave	11330			CON	7.45					4
Route 35,	Osborne Avenue to Manasquan River	15389							DES	2.30	5
Route 37,	EB Thomas St to Fisher Blvd	12404							CON	5.25	6
Route 70,	East of North Branch Road to CR 539	10307	CON	11.56							7
Route 72,	East Road	94071A	CON	10.03							8
Route 72, I	Manahawkin Bay Bridges, Contract 1A & 1B	11385			CON	20.30	CON	19.12			9
Route 72, I	Manahawkin Bay Bridges, Contract 4	00357C	CON	26.51							10
Route 88, I	Bridge over Beaver Dam Creek	09322			DES	1.25	ROW	1.75			11
Route 166,	Bridges over Branch of Toms River	14324	DES	1.50	ROW	0.25					12
Route 37, C	Garden State Parkway/Route 9 to Route 166	15369			CON	4.10					13
Passaid	c County Projects										
Fifth Avenu River	e Bridge (AKA Fair Lawn Avenue Bridge) over Passaic	NS9606	CON	17.50							1
NY Susque	hanna and Western Rail Line Bicycle/Pedestrian Path	NS9803	ROW	5.00	CON	7.00					2
	Route 46, Valley Road and Notch/Rifle Camp Road e, Contract B	059B			CON	34.75	CON	35.95	CON	35.45	3
Route 19,	Colfax Ave (CR 609) to Marshall Street	12419	CON	5.30							4
Route 20, l	Paterson Safety, Drainage and Resurfacing	08372	DES	3.00	ROW	0.50	CON	10.25	CON	10.25	5
Route 21, l	Dayton Street to Route 46 West	12400	CON	4.87							6
Route 23, I Contract	Bloomfield Avenue to Bridge over NJ Transit, ADA	12420A	ROW	0.50			CON	2.95			7
Route 23, l	Bridge over Pequannock River / Hamburg Turnpike	08347			DES	3.00	ROW	4.90			8
Route 23, l	High Crest Drive to Macopin River	11424A	PE	0.80	DES	1.05					9
Route 23, l	NB Bridge over Pequannock River	14440	PE	0.80	DES	0.80					10
Route 23,	Route 80 and Route 46 Interchange	9233B6			DES	2.50			ROW	0.50	11
Route 46,	Passaic Avenue to Willowbrook Mall	9233B3	CON	37.20							12
Route 46,	Route 23 (Pompton Avenue) to Route 20, ITS	06366C			CON	5.90					13
Route 46,	Route 287 to Route 23 (Pompton Avenue), ITS	06366B			CON	5.90					14
Route 80 E	EB, Fairfield Road (CR 679) to Route 19	11341	CON	7.40							15
Route 80 V	VB, McBride Avenue (CR 639) to Polify Road (CR 55)	11415	PE	12.80			DES	9.00	DES ROW	10.00 3.00	16
Route 80, l Avenue	Bridge over Passaic River, Riverview Drive & Mc Bride	17316			DES	4.40					17
Taft Avenue	e, Pedestrian Bridge over Route 80	16308	PE	0.80	DES	1.10					18
Two Bridge	s Road Bridge and West Belt Extension	NS9801	CON	23.20							19

FY 2018

FY 2019 FY 2020 FY 2021

Page

Project (Somerset continued)	DBNUM	FY 20 PHASE		FY 20 PHASE		FY 20 PHASE	-	FY 20 PHASE		Page
Somerset County Projects										
ADA Central, Contract 2	15418							CON	14.20	1
ADA Central, Contract 3	15419					CON	10.48			2
Camp Meeting Avenue Bridge over Trenton Line, CR 602	99405	DES	0.55	ROW	1.00			CON	6.90	3
County Bridge K0607, New Brunswick Road over Al's Brook	N1407	DES	0.50	CON	2.50					4
CR 514 (Amwell Road), Bridge over D&R Canal	14350	DES	0.75	CON	3.61					5
Delaware & Raritan Canal Bridges	15322			PE	1.00	DES	1.20	CON	10.05	6
Hamilton Road, Bridge over Conrail RR	14416	PE	0.36	DES	1.10					7
Route 22, EB, Route 78 to Rt 28 (CR 614, Easton Turnpike)	11409	CON	10.69							8
Route 28, Rt 287 to Tea Street	13318			PE	0.50			DES	0.55	9
Route 202, Bridge over North Branch of Raritan River	14415	PE	0.30	DES	1.00					10
Route 202, First Avenue Intersection Improvements	02372B	ROW	1.06			CON	4.52			11
Route 202/206, over Branch of Peter's Brook, Culvert Replacement at MP 27.96	11363			DES	0.50	ROW	0.50	CON	3.70	12
Route 206 Bypass, Mountain View Road to Old Somerville Road (Sections 14A & 15A) Contract B	779	UTI CON	5.00 20.00	CON	17.00	CON	15.00			13
Route 206, Doctors Way to Valley Road	780B			UTI	8.50	CON	16.00	CON	16.00	14
Route 206, Southbound Merge Improvements with I-287 Ramp	02372A	CON	2.24							15
Route 206, Valley Road to Brown Avenue	780A	ROW	5.00	UTI	5.50	CON	15.00	CON	15.00	16
Route 287 NB, Route 202/206 to South Street (CR 601)	15405	CON	17.05							17
Route 287, Interchange 10 Ramp Improvements	9169Q					PE	0.50	DES	1.00	18
Route 287/78, I-287/202/206 Interchange Improvements	04389	CON	12.20							19
Sussex County Projects										
ADA North, Contract 2	15412					CON	1.10			1
Route 15, Bridge over Paulins Kill	09319			DES	0.65	ROW	0.25	CON	3.38	2
Route 23, Hardyston Township Improvements	96039			CON	12.30					3
Route 94, Pleasant Valley Drive to Maple Grange Road	15391			CON	6.00					4
Route 206 Rockfall Mitigation, Andover Township	16326			CON	4.65					5
Route 206, Pines Road to CR 521 (Montague River Road)	12398	CON	9.80							6
Waterloo Road over Musconetcong River	NS0107	CON	3.00							7
Union County Projects										
Gordon Street over "Out of Service" Conrail Branch, Replacement	NS0408	CON	8.50							1
Kapkowski Road - North Avenue East Improvement Project	17339	PE	0.51	DES	0.51			CON	12.61	2
Route 1&9, Interchange at Route I-278	95023			CON	65.00					3

Projec	t (Union continued)	DBNUM	FY 20 PHASE		FY 20 PHASE		FY 20 PHASE		FY 20 PHASE		Page
Route	22, Bloy Street to Liberty Avenue	658C	CON	8.65							4
Route	22, Bridge over Echo Lake	14330	DES	0.45	ROW	0.05			CON	1.61	5
Route	22, Chestnut Street Bridge Replacement (CR 626)	04361			CON	11.00	CON	11.40			6
Route	22, Hilldale Place/North Broad Street	658E	CON	11.31							7
Route Street	22, Westbound, Vicinity of Vaux Hall Road to West of Bloy	658B			CON	4.80					8
Route	22/Route 82/Garden State Parkway Interchange	658A	DES	2.50	ROW	0.60			CON	8.00	9
Route	27 ADA Ramps, Evergreen St to Elizabeth River	10316A			CON	10.60					10
Route	27 NB, Bridge over Former CNJRR (Abandoned)	16303	PE	0.91	DES	1.04					11
Route	27, Dehart Place to Route 21	15371					CON	13.26			12
Route	28, Grove Street to Highland Avenue	12421			CON	12.11					13
Route	35, Route 9 to Colonia Boulevard	15392	PE	0.43	DES	0.75					14
Route	82, Caldwell Avenue to Lehigh Avenue	11404			DES ROW	3.10 0.50			CON	16.98	15
Route	82, Rahway River Bridge	94019			DES	1.10			ROW	0.25	16
War	ren County Projects										
ADA C	entral, Contract 3	15419					CON	10.48			1
ADA N	orth, Contract 1	15411			CON	6.00					2
Route	22, Bates Avenue to Route 57	11369			PE	0.30			DES	0.75	3
Route	22, Rockfall Mitigation, Phillipsburg	15442			CON	2.25					4
Route	31, Bridge over Furnace Brook	09325	DES	1.30	ROW	0.50			CON	3.75	5
Route	46, Bridge over Paulins Kill	16347			PE	0.88			DES	0.80	6
Route	46, Route 80 to Walnut Road	11340A	PE	0.60	DES	1.10					7
Route	46, Stiger St to Sand Shore Rd/Naughright Road	15387	CON	4.60							8
Route	57, Bridge over Branch Lopatcong Creek	16345			PE	0.10			DES	0.20	9
Route	57, Bridge over Shabbacong Creek	15447	PE	0.60	DES ROW	1.00 0.05			CON	2.80	10
Route	57, CR 519 Intersection Improvement	97062B	DES ROW	1.50 0.90			CON	10.80			11
Route	57, Lopatcong Creek, Culvert Replacement	11351	PE	0.40	DES	0.55					12
Route	57/182/46, Hackettstown Mobility Improvements	9237	DES ROW	0.60 0.45	CON	2.05					13
Route	80, WB Rockfall Mitigation, Hardwick Township	09545					CON	20.00	CON	20.00	14
Route	94, Bridge over Jacksonburg Creek	11322			DES	0.90	ROW	0.30	CON	3.70	15
Route	173, Bridge over Pohatcong Creek	09320	CON	3.70							16

PROJECT DETAILS BY COUNTY

B E R G E N

Transportation Improvement Program Fiscal Years 2018 - 2021

Name: ADA North, Contract 5

Mileposts: N/A DBNUM: 15415

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



Counties:

Bergen

Municipalities:

Hasbrouck Heights Boro Hackensack City Lodi Boro

NJDOT CIS Category:

Multimodal Programs

RCIS Category:

Bike/Ped

Sponsor:

NJDOT

Air Quality Code:

AQ2 (Exempt)

Est. Total Project Cost:

(Million) \$4.200

FY 2018 - 2021 TIP Cost: (Million) \$1.100

Unconstrained Information Year

PHASE	SOURCE	2018	2019	2020	2021
CON	STATE		\$1.100		
	_		\$1.100		

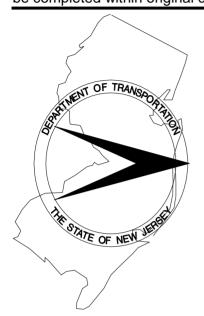
2022-2027

Transportation Improvement Program Fiscal Years 2018 - 2021

Name: ADA North, Contract 6

Mileposts: N/A DBNUM: 15416

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



Counties:

Bergen Hudson

Municipalities:

Various

NJDOT CIS Category:

Multimodal Programs

RCIS Category:

Bike/Ped

Sponsor:

NJDOT

Air Quality Code:

AQ2 (Exempt)

Est. Total Project Cost:

(Million) \$3.524

FY 2018 - 2021 TIP Cost: (Million) \$2.530

Unconstrained Information Year

PHASE	SOURCE	2018	2019	2020	2021
CON	STATE		\$2.530		
			\$2.530		

2022-2027

Transportation Improvement Program Fiscal Years 2018 - 2021

Name: Fifth Avenue Bridge (AKA Fair Lawn Avenue Bridge) over Passaic River

Mileposts: N/A DBNUM: NS9606

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.



Counties:

Bergen Passaic

Municipalities:

Fair Lawn Boro Paterson City

NJDOT CIS Category:

Local System Support

RCIS Category:

Bridges

Sponsor:

Passaic County

Air Quality Code:

S19 (Exempt)

Est. Total Project Cost:

(Million) \$18.971

FY 2018 - 2021 TIP Cost: (Million) \$17.500

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 2019
 2020
 2021

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 * STATE-NJTPA
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Unconstrained	
Information Year	٢
2022-2027	

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

Transportation Improvement Program Fiscal Years 2018 - 2021

Name: Market Street/Essex Street/Rochelle Avenue

Mileposts: N/A DBNUM: 98546

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



Counties:

Bergen

Municipalities:

Maywood Boro Lodi Boro

NJDOT CIS Category:

Local System Support

RCIS Category:

Road Enhancement

Sponsor:

Bergen County

Air Quality Code:

S1, S19 (Exempt)

Est. Total Project Cost:

(Million) \$9.700

FY 2018 - 2021 TIP Cost: (Million) \$1.200

			. , .		
PHASE	SOURCE	2018	2019	2020	2021
DES	DEMO		\$1.000		
ROW	DEMO			\$.200	
CON	DEMO				
CON	STBGP-NJ				
			\$1.000	\$.200	

Unconstrained Information Year

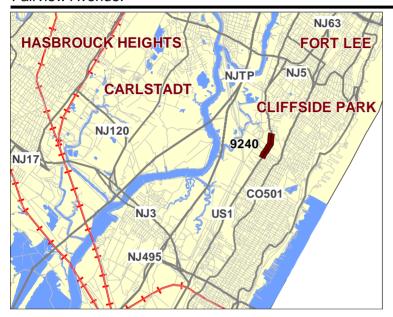
2022-2027
\$1.640
\$7.360
\$9.000

Transportation Improvement Program Fiscal Years 2018 - 2021

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

Mileposts: 60.56 - 61.10 **DBNUM:** 9240

Replacement of the existing structurally deficient Rt. 1&9 bridge over the NY Susquehanna & Western Railroad. Geometric upgrades include improvements to the Rt. 1&9 from south of Division Street to the intersection of Fairview Avenue with minor improvements to the intersection of Rt. 1&9 and Fairview Avenue.



Counties:

Bergen Hudson

Municipalities:

Fairview Boro North Bergen

ιwρ

NJDOT CIS Category:

Bridge Assets

RCIS Category:

Bridges

Sponsor:

NJDOT

Air Quality Code:

S19 (Exempt)

Est. Total Project Cost:

(Million) \$45.870

FY 2018 - 2021 TIP Cost: (Million) \$4.000

	1 1 2010 2021 11	. 0031. (νιιιιοιί, ψ	7.000	
PHASE	SOURCE	2018	2019	2020	2021
PE	STATE		\$1.500		
DES	STATE				\$2.500
ROW	NHPP				
CON	NHPP				
			\$1.500		\$2.500

Unconstrained Information Year

2022-2027				
\$11.300				
\$30.624				
\$41.924				

Transportation Improvement Program Fiscal Years 2018 - 2021

Name: Route 4, Bridge over Palisade Avenue, Windsor Road and CSX Railroad

Mileposts: 6.80 - 7.20 DBNUM: 065C

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



Counties:

Bergen

Municipalities:

Teaneck Twp

NJDOT CIS Category:

Bridge Assets

RCIS Category:

Bridges

Sponsor:

NJDOT

Air Quality Code:

S19 (Exempt)

Est. Total Project Cost:

(Million) \$59.500

FY 2018 - 2021 TIP Cost: (Million) \$6.000

\$4.000

· ·					
URCE	2018	2019	2020	2021	
ATE	\$4.000				
ATE			\$2.000		
IPP					

\$2,000

\$6.000 \$47.500 \$53.500

2022-2027

PHASE

DES

ROW UTI

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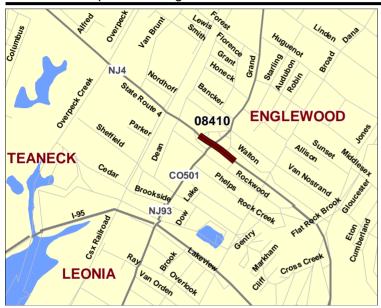
NHPP

Transportation Improvement Program Fiscal Years 2018 - 2021

Name: Route 4, Grand Avenue Bridge

Mileposts: 8.8-9.3 **DBNUM:** 08410

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



Counties:

Bergen

Municipalities: Englewood City

NJDOT CIS Category:

Bridge Assets

RCIS Category:

Bridges

Sponsor:

NJDOT

Air Quality Code:

S19 (Exempt)

Est. Total Project Cost:

(Million) \$31.880

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

_	_		<u>.</u> , .	_	
PHASE	SOURCE	2018	2019	2020	2021
DES	STATE		\$4.700		
ROW	NHPP				
CON	NHPP				
			\$4.700		

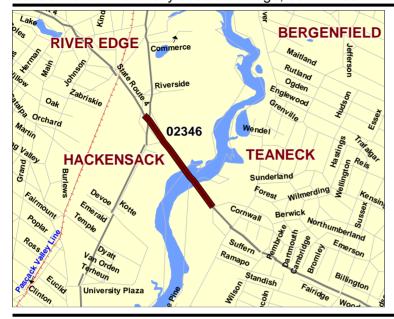
2022-2027
\$2.000
\$25.180
\$27.180

Transportation Improvement Program Fiscal Years 2018 - 2021

Name: Route 4, Hackensack River Bridge

Mileposts: 5.70 - 6.10 **DBNUM:** 02346

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



Counties:

Bergen

Municipalities:

Hackensack City Teaneck Twp

NJDOT CIS Category:

Bridge Assets

RCIS Category:

Bridges

Sponsor:

NJDOT

Air Quality Code:

S19 (Exempt)

Est. Total Project Cost:

(Million) \$78.500

FY 2018 - 2021 TIP Cost: (Million) \$10.000

PHASE	SOURCE	2018	2019	2020	2021
PE	STATE		\$5.500		
DES	STATE				\$4.500
ROW	NHPP				
CON	NHPP				
			\$5.500		\$4.500

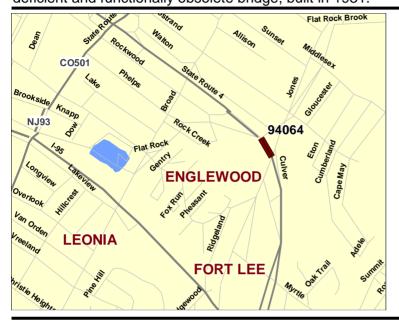
2022-2027
\$.100
\$73.700
\$73.800

Transportation Improvement Program Fiscal Years 2018 - 2021

Name: Route 4, Jones Road Bridge

Mileposts: 9.62-9.7 DBNUM: 94064

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



Counties:

Bergen

Municipalities:

Englewood City

NJDOT CIS Category:

Bridge Assets

RCIS Category:

Bridges

Sponsor:

NJDOT

Air Quality Code:

S19 (Exempt)

Est. Total Project Cost:

(Million) \$32.211

FY 2018 - 2021 TIP Cost: (Million) \$28.300

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PHASE	SOURCE	2018	2019	2020	2021
DES	STATE		\$1.400		
ROW	STATE		\$.600		
UTI	NHPP		\$6.000		
CON	NHPP			\$10.000	\$10.300
			\$8,000	\$10,000	\$10,300

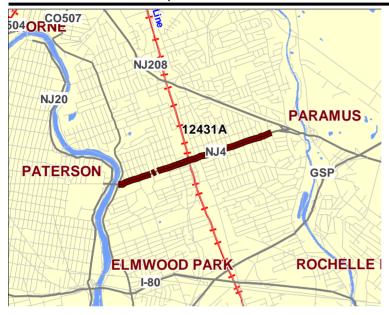
2022-2027

Transportation Improvement Program Fiscal Years 2018 - 2021

Name: Route 4, River Drive to Tunbridge Road

Mileposts: 0.17-1.94 DBNUM: 12431A

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



Counties:

Bergen

Municipalities:

Elmwood Park Boro Fair Lawn Boro

NJDOT CIS Category:

Road Assets

RCIS Category:

Road Preservation

Sponsor:

NJDOT

Air Quality Code:

S10, S18, NR2 (Exempt)

Est. Total Project Cost:

(Million) \$7.939

FY 2018 - 2021 TIP Cost: (Million) \$7.350

1 1 2010 2021 111 0001. (
PHASE	SOURCE	2018	2019	2020	2021	
CON	NHPP		\$7.350			
			\$7.350			

Unconstrai	ned
nformation	Year

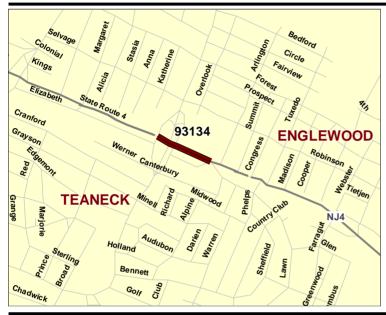
2022-2027			

Transportation Improvement Program Fiscal Years 2018 - 2021

Name: Route 4, Teaneck Road Bridge

Mileposts: 7.27 - 7.86 DBNUM: 93134

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



Counties:

Bergen

Municipalities:

Teaneck Twp

NJDOT CIS Category:

Bridge Assets

RCIS Category:

Bridges

Sponsor:

NJDOT

Air Quality Code:

S19 (Exempt)

Est. Total Project Cost:

(Million) \$14.625

FY 2018 - 2021 TIP Cost: (Million) \$3.200

PHASE	SOURCE	2018	2019	2020	2021
DES	STATE		\$2.000		
ROW	STATE		\$.600		
UTI	STATE			\$.600	
CON	NHPP				
			\$2.600	\$.600	

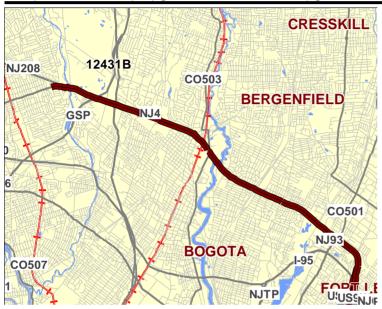
2022-2027			
\$11.400			
\$11.400			

Transportation Improvement Program Fiscal Years 2018 - 2021

Name: Route 4, Tunbridge Road to Route 9W

Mileposts: 1.94-10.59 **DBNUM:** 12431B

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



Counties:

Bergen

Municipalities:

Fair Lawn Boro Hackensack City Teaneck Twp Fort Lee Boro

NJDOT CIS Category:

Road Assets

RCIS Category:

Road Preservation

Sponsor:

NJDOT

Air Quality Code:

S9, S10 (Exempt)

Est. Total Project Cost:

(Million) \$25.472

FY 2018 - 2021 TIP Cost: (Million) \$24.080

F1 2016 - 2021 TIP COSt. (Willion) \$24.000							
PHASE	SOURCE	2018	2019	2020	2021		
CON	NHPP		\$12.000	\$12.080			
			\$12.000	\$12.080			

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Information	Year

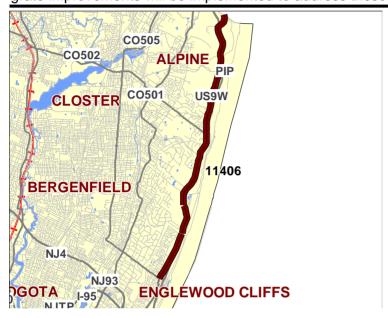
2022-2027					

Transportation Improvement Program Fiscal Years 2018 - 2021

Name: Route 9W, Palisades Avenue to New York State Line

Mileposts: 2.19 - 11.17 **DBNUM:** 11406

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



Counties:

Bergen

Municipalities:

Englewood Cliffs Boro Alpine

Boro

NJDOT CIS Category:

Safety Management

RCIS Category:

Bike/Ped

Sponsor:

NJDOT

Air Quality Code:

AQ2 (Exempt)

Est. Total Project Cost:

(Million) \$27.300

FY 2018 - 2021 TIP Cost: (Million) \$2.200

	1 1 2010 2021 11	. 0001. (ψ	L.LUU	
PHASE	SOURCE	2018	2019	2020	2021
PE	STATE	\$1.000			
DES	STATE		\$1.200		
ROW	CMAQ				
CON	CMAQ				
		\$1.000	\$1.200		

Unconstrai	ned
Information	Year

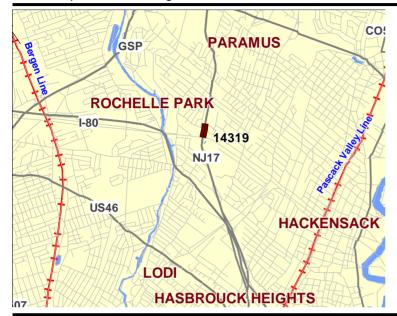
2022-2027
\$5.000
\$18.750
\$23.750

Transportation Improvement Program Fiscal Years 2018 - 2021

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

Mileposts: 10.80 - 10.91 **DBNUM:** 14319

Deck Replacement Program FY 14



Counties:

Bergen

Municipalities: Rochelle Park Twp

NJDOT CIS Category:

Bridge Assets

RCIS Category:

Bridges

Sponsor:

NJDOT

Air Quality Code:

S19 (Exempt)

Est. Total Project Cost:

Unconstrained Information Year

(Million) \$33.350

FY 2018 - 2021 TIP Cost: (Million) \$2.000

PHASE	SOURCE	2018	2019	2020	2021
PE	STATE		\$2.000		
DES	NHPP				
ROW	NHPP				
CON	NHPP				
			\$2.000		

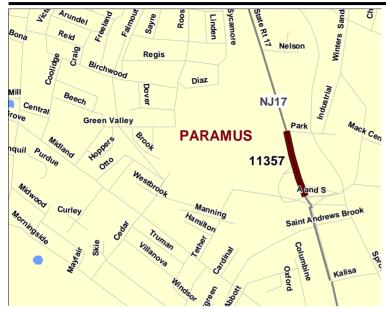
2022-2027				
\$4.500				
\$2.000				
\$24.850				
\$31.350				

Transportation Improvement Program Fiscal Years 2018 - 2021

Name: Route 17, Sprout Brook, Culvert Replacement

Mileposts: 15.0 - 15.1 **DBNUM:** 11357

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



Counties:

Bergen

Municipalities:

Paramus Boro

NJDOT CIS Category:

Bridge Assets

RCIS Category:

Bridges

Sponsor:

NJDOT

Air Quality Code:

S4, S19 (Exempt)

Est. Total Project Cost:

(Million) \$5.275

FY 2018 - 2021 TIP Cost: (Million) \$0.900

PHASE	SOURCE	2018	2019	2020	2021
PE	STATE	\$.300			
DES	STATE		\$.600		
ROW	NHPP				
CON	NHPP				
		\$.300	\$.600		

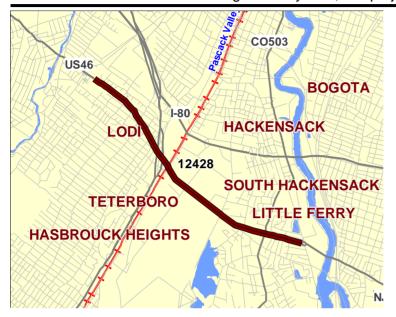
2022-2027
\$.300
\$4.075
\$4.375

Transportation Improvement Program Fiscal Years 2018 - 2021

Name: Route 46, Bergen Boulevard to Main Street

Mileposts: 66.95 - 69.18 DBNUM: 12428

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



Counties:

Bergen

Municipalities:

Lodi Boro Hasbrouck Heights Boro Teterboro Boro South Hackensack Twp

NJDOT CIS Category:

Road Assets

RCIS Category:

Road Preservation

Sponsor:

NJDOT

Air Quality Code:

S10 (Exempt)

Est. Total Project Cost:

(Million) \$6.493

FY 2018 - 2021 TIP Cost: (Million) \$6.673

PHASE	SOURCE	2018	2019	2020	2021
CON	NHPP		\$6.673		
			\$6.673		

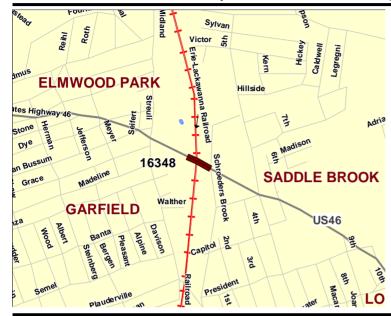
2022-2027

Transportation Improvement Program Fiscal Years 2018 - 2021

Name: Route 46, Bridge over Erie-Lackawanna Railroad

Mileposts: 65.4 **DBNUM:** 16348

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



Counties:

Bergen

Municipalities: Saddle Brook Twp

NJDOT CIS Category:

Bridge Assets

RCIS Category:

Bridges

Sponsor:

NJDOT

Air Quality Code:

O10a (Exempt)

Est. Total Project Cost:

(Million) \$15.700

FY 2018 - 2021 TIP Cost: (Million) \$2.900

PHASE	SOURCE	2018	2019	2020	2021
PE	STATE		\$.700		
DES	STATE				\$2.200
ROW	NHPP				
CON	NHPP				
			\$.700		\$2.200

2022-2027
\$.500
\$12.300
\$12.800

Transportation Improvement Program Fiscal Years 2018 - 2021

Name: Route 46, Bridges over Route 17

Mileposts: 68.01 - 68.11 **DBNUM:** 14418

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

condition of the bridges and to address congestion within the project limits.



Counties:

Bergen

Municipalities:

Hasbrouck Heights Boro

NJDOT CIS Category:

Bridge Assets

RCIS Category:

Bridges

Sponsor:

NJDOT

Air Quality Code:

O10a (Exempt)

Est. Total Project Cost:

(Million) \$45.450

FY 2018 - 2021 TIP Cost: (Million) \$7.250

	1 1 2010 - 2021 11	i Cost. (IVIIIIIOII) 4	7.230	
PHASE	SOURCE	2018	2019	2020	2021
PE	STATE		\$2.500		
DES	STATE				\$4.750
ROW	NHPP				
CON	NHPP				
			\$2.500		\$4.750

2022-2027
\$1.500
\$36.700
\$38.200

Transportation Improvement Program Fiscal Years 2018 - 2021

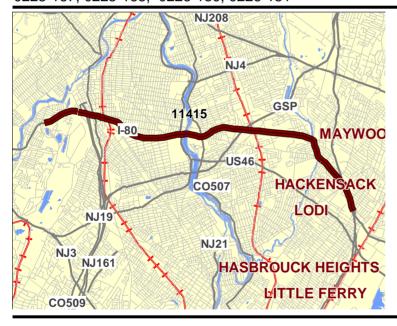
Route 80 WB, McBride Avenue (CR 639) to Polify Road (CR 55) Name:

Mileposts: 56.43 - 65.4 **DBNUM**: 11415

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

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

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



Counties:

Passaic Bergen

Municipalities:

Various

NJDOT CIS Category:

Road Assets

RCIS Category:

Road Enhancement

Sponsor:

NJDOT

Air Quality Code:

2025M (Non-Exempt)

Est. Total Project Cost:

Unconstrained

(Million) \$339.800

FY 2018 - 2021 TIP Cost: (Million) \$34.800

	1 1 2010 2021 11	. 0001. (ψ	0-1.000	
PHASE	SOURCE	2018	2019	2020	2021
PE	NHPP	\$12.800			
DES	NHPP			\$9.000	\$10.000
ROW	STATE				\$3.000
CON	NHPP				
CON	STATE				
		\$12.800		\$9.000	\$13.000

n	formation Ye	a
	2022-2027	7

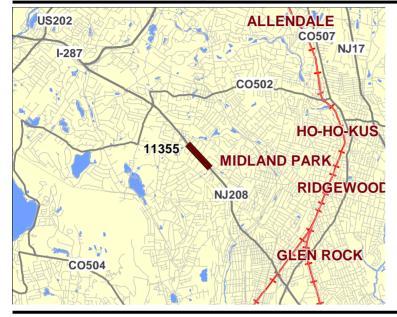
2022-2027
\$185.000
\$120.000
\$305.000

Transportation Improvement Program Fiscal Years 2018 - 2021

Name: Route 208, Wyckoff Twp., Bergen Co., Culvert Replacement

Mileposts: 6.3 - 6.4 DBNUM: 11355

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



Counties:

Bergen

Municipalities:

Wyckoff Twp

NJDOT CIS Category:

Bridge Assets

RCIS Category:

Bridges

Sponsor:

NJDOT

Air Quality Code:

S4 (Exempt)

Est. Total Project Cost:

(Million) \$3.320

FY 2018 - 2021 TIP Cost: (Million) \$1.050

Unconstrained
Information Year
_

PHASE	SOURCE	2018	2019	2020	2021
DES	STATE		\$.750		
ROW	STATE				\$.300
CON	NHPP				
			\$.750		\$.300

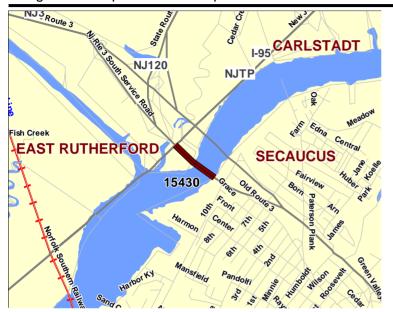
2022-2027
\$2.270
\$2.270

Transportation Improvement Program Fiscal Years 2018 - 2021

Name: Route 3 EB, Bridge over Hackensack River & Meadowlands Parkway

Mileposts: 8.5 DBNUM: 15430

Bridge Deck/Superstructure Replacement



Counties:

Bergen Hudson

Municipalities:

East Rutherford Boro

Secaucus Town

NJDOT CIS Category:

Bridge Assets

RCIS Category:

Bridges

Sponsor:

NJDOT

Air Quality Code:

S19 (Exempt)

Est. Total Project Cost:

(Million) \$85.600

FY 2018 - 2021 TIP Cost: (Million) \$9.000

Unconstrained
Information Year

PHASE	SOURCE	2018	2019	2020	2021
PE	STATE		\$3.500		
DES	STATE				\$5.500
ROW	NHPP				
CON	NHPP				
			\$3.500		\$5.500

2022-2027
\$1.500
\$79.000
\$80.500

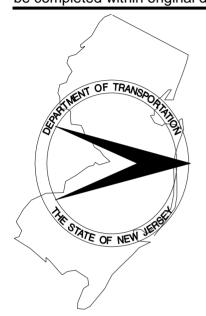
E S S E X

Transportation Improvement Program Fiscal Years 2018 - 2021

Name: ADA North, Contract 4

Mileposts: 11.0-18.91 DBNUM: 15414

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



Counties:

Morris Essex

Municipalities:

Various

NJDOT CIS Category:

Multimodal Programs

RCIS Category:

Bike/Ped

Sponsor:

NJDOT

Air Quality Code:

AQ2 (Exempt)

Est. Total Project Cost:

(Million) \$5.176

FY 2018 - 2021 TIP Cost: (Million) \$5.100

		,	,		
PHASE	SOURCE	2018	2019	2020	2021
CON	STATE			\$5.100	
				\$5.100	

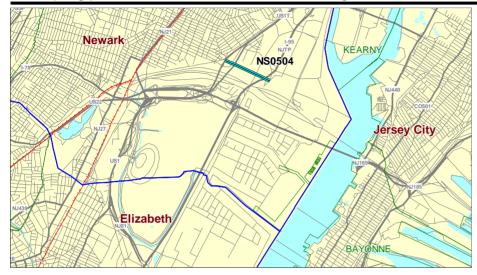
2022-2027

Transportation Improvement Program Fiscal Years 2018 - 2021

Name: Delancy Street, Avenue I to Avenue P

Mileposts: N/A DBNUM: NS0504

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



Counties:

Essex

Municipalities: Newark City

NJDOT CIS Category:

Local System Support

RCIS Category:

Road Enhancement

Sponsor: Newark City

Air Quality Code:

S19 (Exempt)

Est. Total Project Cost: (Million) \$18.255

2022-2027

FY 2018 - 2021 TIP Cost: (Million) \$15.000

Unconstrained
) \$15.000 Information Year

PHASE	SOURCE	2018	2019	2020	2021	
CON	* STATE-NJTPA			\$15.000		
				\$15.000		

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

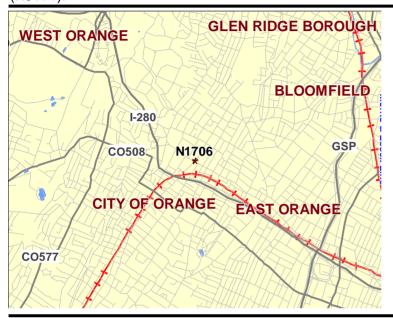
Transportation Improvement Program Fiscal Years 2018 - 2021

Name: Main Street and Scotland Road, Intersection Improvements

Mileposts: 0.0 (Main St) - 4.59 (Scotland Rd)

DBNUM: N1706

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).



Counties:

Essex

Municipalities:

City of Orange

NJDOT CIS Category:

Local System Support

RCIS Category:

Road Enhancement

Sponsor:

Essex County

Air Quality Code:

AQ2, NR2 (Exempt)

Est. Total Project Cost:

(Million) \$0.500

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

 PHASE
 SOURCE
 2018
 2019
 2020
 2021

 CON
 DEMO-R
 \$.500
 \$.500
 \$.500

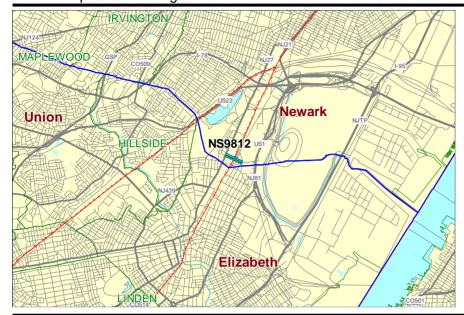
2022-2027

Transportation Improvement Program Fiscal Years 2018 - 2021

McClellan Street Underpass Name:

Mileposts: N/A DBNUM: NS9812

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



Counties:

Essex

Municipalities:

Newark City

NJDOT CIS Category:

Local System Support

RCIS Category:

Road Enhancement

Sponsor:

Newark City

Air Quality Code:

S19 (Exempt)

Est. Total Project Cost:

(Million) \$16.568

FY 2018 - 2021 TIP Cost: (Million) \$15.000

			, ,		
PHASE	SOURCE	2018	2019	2020	2021
CON	* STATE-NJTPA		\$15.000		
	_		¢15 000		

Unconstrained Information Year

2022-2027

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

Transportation Improvement Program Fiscal Years 2018 - 2021

Name: PANY&NJ-NJDOT Project Program

Mileposts: N/A DBNUM: 11407

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 Tonnelle 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 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.



Counties:

Hudson Essex

Municipalities:

Jersey City Newark City Kearny Town

NJDOT CIS Category:

Bridge Assets

RCIS Category:

Bridges

Sponsor:

NJDOT

Air Quality Code:

2025M (Non-Exempt)

Est. Total Project Cost:

(Million) \$325.000

FY 2018 - 2021 TIP Cost: (Million) \$100.000

PHASE SOURCE 2018 2019 2020 2021

ERC STATE \$100.000 \$100.000

2022-2027
\$225.000
\$225.000

Transportation Improvement Program Fiscal Years 2018 - 2021

Name: Port Newark Container Terminal (PNCT) Access Improvement and Expansion Project

Mileposts: N/A DBNUM: N1501

The Port Newark Container Terminal (PNCT) Public Private Partnership (PPP) project provides an infrastructure expansion and upgrade of the PNCT's Newark facility from a 720,000 lift container terminal without Ultra Large Container Vessel or barge capabilities to a 1,400,000 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; 6) West Yard Build Out, and; and 7) Capital Paving Program. 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.



Counties:

Essex

Municipalities:

Newark City

NJDOT CIS Category:

Multimodal Programs

RCIS Category:

Freight

Sponsor:

Port Newark

Air Quality Code:

NA (Exempt)

Est. Total Project Cost: (Million) \$258.744

FY 2018 - 2021 TIP Cost: (Million) \$152.943

	1 1 2010 2021 11	. 000. (ψ	1021010	
PHASE	SOURCE	2018	2019	2020	2021
CON	DEMO	\$2.581			
CON	OTHER	\$54.842	\$33.195	\$23.499	\$38.826
		\$57.423	\$33.195	\$23.499	\$38.826

2022-2027
\$53.248
\$53.248

Transportation Improvement Program Fiscal Years 2018 - 2021

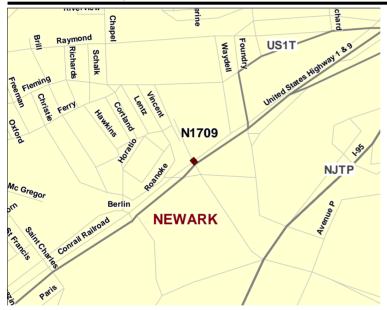
Name: Replacement of Bridge 3.08 on ConRail Passaic & Harsimus (P&H) Line

Mileposts: DBNUM: N1709

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."



Counties:

Essex

Municipalities:

Newark City

NJDOT CIS Category:

Local System Support

RCIS Category:

Freight

Sponsor:

Conrail

Air Quality Code:

S19 (Exempt)

Est. Total Project Cost:

(Million) \$2.000

FY 2018 - 2021 TIP Cost: (Million) \$2.000

Unconstrained				
Information	Year			

PHASE	SOURCE	2018	2019	2020	2021	2
CON	NHFP-RAIL	\$1.250				
CON	OTHER	\$.750				
		\$2.000				

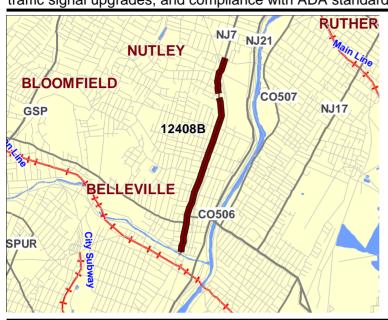
20	22-2	027

Transportation Improvement Program Fiscal Years 2018 - 2021

Name: Route 7, Mill Street (CR 672) to Park Avenue (CR 646)

Mileposts: 6.50-8.26 DBNUM: 12408B

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



Counties:

Essex

Municipalities:

Belleville Twp Nutley Twp

NJDOT CIS Category:

Safety Management

RCIS Category:

Road Preservation

Sponsor:

NJDOT

Air Quality Code:

S10, AQ2 (Exempt)

Est. Total Project Cost:

(Million) \$11.592

FY 2018 - 2021 TIP Cost: (Million) \$11.900

Unconstrai	ned
Information	Year

PHASE	SOURCE	2018	2019	2020	2021
DES	STATE		\$1.400		
UTI	STATE		\$.500		
CON	HSIP				\$10.000
	_		\$1.900		\$10.000

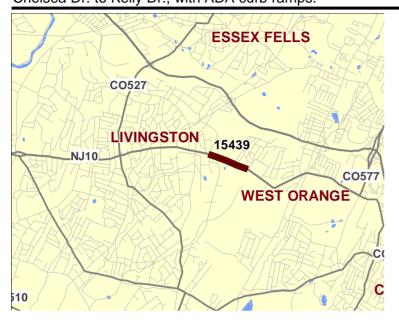
2022-2027

Transportation Improvement Program Fiscal Years 2018 - 2021

Name: Route 10, Chelsea Drive to Kelly Drive

Mileposts: 21.42-21.87 DBNUM: 15439

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



Counties:

Essex

Municipalities:

Livingston Twp West Orange Twp

NJDOT CIS Category:

Multimodal Programs

RCIS Category:

Bike/Ped

Sponsor:

NJDOT

Air Quality Code:

O10a (Exempt)

Est. Total Project Cost:

(Million) \$7.250

FY 2018 - 2021 TIP Cost: (Million) \$1.900

		, ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	······································		
PHASE	SOURCE	2018	2019	2020	2021
PE	STATE		\$1.500		
DES	NHPP				
ROW	STATE				\$.400
CON	NHPP				
			\$1.500		\$.400

2022-2027
\$2.000
\$3.350
\$5.350

Transportation Improvement Program Fiscal Years 2018 - 2021

Name: Route 21, Newark Needs Analysis, Murray Street to Edison Place

Mileposts: 1.20 - 2.25 DBNUM: 99381

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



Counties:

Essex

Municipalities:

Newark City

NJDOT CIS Category:

Congestion Relief

RCIS Category:

Road Enhancement

Sponsor:

NJDOT

Air Quality Code:

AQ2 (Exempt)

Est. Total Project Cost:

(Million) \$35.900

FY 2018 - 2021 TIP Cost: (Million) \$3.100

		,	- , ,		
PHASE	SOURCE	2018	2019	2020	2021
PE	STATE	\$1.300			
DES	STATE			\$1.800	
ROW	NHPP				
CON	NHPP				
		\$1.300		\$1.800	

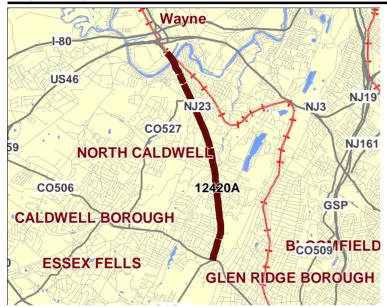
2022-2027
\$1.000
\$31.800
\$32.800

Transportation Improvement Program Fiscal Years 2018 - 2021

Name: Route 23, Bloomfield Avenue to Bridge over NJ Transit, ADA Contract

Mileposts: 0.0-4.9 DBNUM: 12420A

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



Counties:

Essex Passaic

Municipalities:

Verona Twp Cedar Grove Twp Little Falls Twp Wayne Twp

NJDOT CIS Category:

Road Assets

RCIS Category:

Road Preservation

Sponsor:

NJDOT

Air Quality Code:

O3 (Exempt)

Est. Total Project Cost:

(Million) \$3.450

FY 2018 - 2021 TIP Cost: (Million) \$3.450

PHASE	SOURCE	2018	2019	2020	2021
ROW	STATE	\$.500			
CON	STATE			\$2.950	
		\$.500		\$2.950	

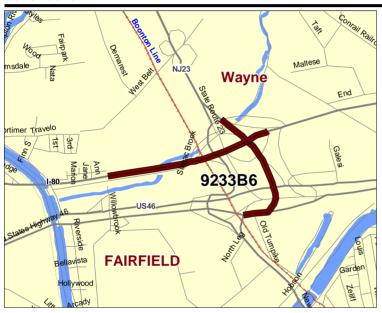
2022-2027					

Transportation Improvement Program Fiscal Years 2018 - 2021

Name: Route 23, Route 80 and Route 46 Interchange

Mileposts: 23: 5.1-5.7; 80: 52.8-53.75 **DBNUM:** 9233B6

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



Counties:

Passaic Essex

Municipalities:

Wayne Twp Fairfield Twp

NJDOT CIS Category:

Congestion Relief

RCIS Category:

Road Enhancement

Sponsor:

NJDOT

Air Quality Code:

O10a (Exempt)

Est. Total Project Cost:

(Million) \$29.440

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

PHASE	SOURCE	2018	2019	2020	2021
DES	STATE		\$2.500		
ROW	STATE				\$.500
CON	NHPP				
			\$2.500		\$.500

2022-2027
\$29.000
\$29.000

Transportation Improvement Program Fiscal Years 2018 - 2021

Name: Route 27, Dehart Place to Route 21

Mileposts: 33.4-38.53 DBNUM: 15371

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.



PHASE

CON

Counties:

Union Essex

Municipalities:

Elizabeth City Newark City

NJDOT CIS Category:

Road Assets

RCIS Category:

Road Preservation

Sponsor:

NJDOT

Air Quality Code:

S19 (Exempt)

Est. Total Project Cost:

(Million) \$13.377

FY 2018 - 2021 TIP Cost: (Million) \$13.264

 SOURCE
 2018
 2019
 2020
 2021

 NHPP
 \$13.264
 \$13.264

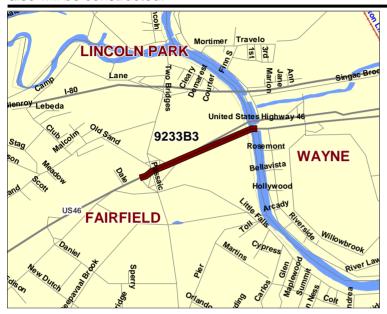
2022-2027

Transportation Improvement Program Fiscal Years 2018 - 2021

Route 46, Passaic Avenue to Willowbrook Mall Name:

Mileposts: 55.01-55.81 **DBNUM:** 9233B3

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.



Counties:

Essex Passaic

Municipalities:

Fairfield Twp Wayne Twp

NJDOT CIS Category:

Congestion Relief

RCIS Category:

Road Enhancement

Sponsor:

NJDOT

Air Quality Code:

2025M (Non-Exempt)

Est. Total Project Cost:

(Million) \$43.487

FY 2018 - 2021 TIP Cost: (Million) \$37.200

PHASE	SOURCE	2018	2019	2020	2021
CON	NHPP	\$37.200			
		\$37.200			

Unconstrai	ned
Information	Year

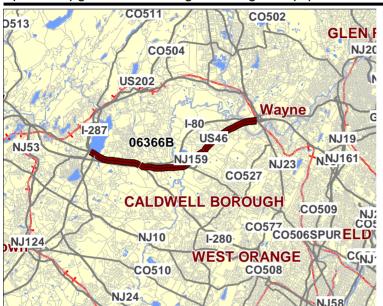
2022-2027

Transportation Improvement Program Fiscal Years 2018 - 2021

Name: Route 46, Route 287 to Route 23 (Pompton Avenue), ITS

Mileposts: 46.47 - 55.98 **DBNUM:** 06366B

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



Counties:

Morris Essex Passaic

Municipalities:

Parsippany-Troy Hills Twp Montville Twp Fairfield Boro Wayne Twp

NJDOT CIS Category:

Congestion Relief

RCIS Category:

ITS

Sponsor:

NJDOT

Air Quality Code:

NR2, O7 (Exempt)

Est. Total Project Cost:

(Million) \$5.600

FY 2018 - 2021 TIP Cost: (Million) \$5.900

PHASE	SOURCE	2018	2019	2020	2021
CON	NHPP		\$5.900		
			\$5.900		

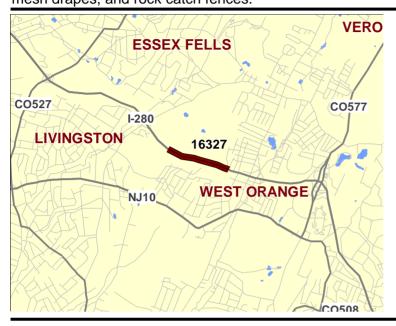
2022-2027

Transportation Improvement Program Fiscal Years 2018 - 2021

Name: Route 280 Rockfall Mitigation, West Orange Township

Mileposts: 6.8-7.0 **DBNUM:** 16327

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



Counties:

Essex

Municipalities:

West Orange Twp

NJDOT CIS Category:

Safety Management

RCIS Category:

Safety

Sponsor:

NJDOT

Air Quality Code:

S2 (Exempt)

Est. Total Project Cost:

(Million) \$3.300

FY 2018 - 2021 TIP Cost: (Million) \$3.300

PHASE	SOURCE	2018	2019	2020	2021
CON	NHPP		\$3.300		
			\$3.300		

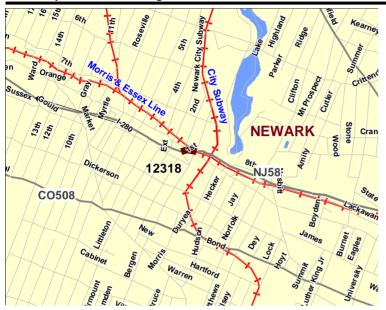
2022-2027

Transportation Improvement Program Fiscal Years 2018 - 2021

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

Mileposts: 13.28-13.48 DBNUM: 12318

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



Counties:

Essex

Municipalities:

Newark City

NJDOT CIS Category:

Bridge Assets

RCIS Category:

Bridges

Sponsor:

NJDOT

Air Quality Code:

S19 (Exempt)

Est. Total Project Cost:

(Million) \$25.090

FY 2018 - 2021 TIP Cost: (Million) \$26.750

PHASE	SOURCE	2018	2019	2020	2021
DES	STATE	\$2.600			
ROW	STATE		\$.150		
CON	NHPP			\$12.000	\$12.000
		\$2.600	\$.150	\$12.000	\$12.000

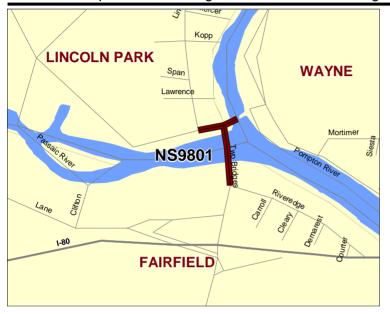
2022-2027

Transportation Improvement Program Fiscal Years 2018 - 2021

Name: Two Bridges Road Bridge and West Belt Extension

Mileposts: N/A DBNUM: NS9801

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.



Counties:

Morris Passaic Essex

Municipalities:

Lincoln Park Boro Wayne Twp Fairfield Twp

NJDOT CIS Category:

Local System Support

RCIS Category:

Bridges

Sponsor:

Passaic County

Air Quality Code:

S19 (Exempt)

Est. Total Project Cost:

(Million) \$28.879

FY 2018 - 2021 TIP Cost: (Million) \$23.200

 PHASE
 SOURCE
 2018
 2019
 2020
 2021

 CON
 * STATE-NJTPA
 \$23.200
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Unconstrained
Information Year

2022-2027

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

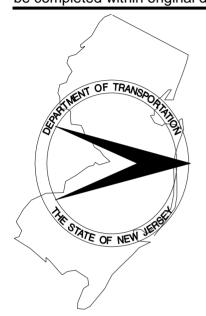
H U D S O N

Transportation Improvement Program Fiscal Years 2018 - 2021

Name: ADA North, Contract 6

Mileposts: N/A DBNUM: 15416

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



Counties:

Bergen Hudson

Municipalities:

Various

NJDOT CIS Category:

Multimodal Programs

RCIS Category:

Bike/Ped

Sponsor:

NJDOT

Air Quality Code:

AQ2 (Exempt)

Est. Total Project Cost:

(Million) \$3.524

FY 2018 - 2021 TIP Cost: (Million) \$2.530

PHASE	SOURCE	2018	2019	2020	2021
CON	STATE		\$2.530		
			\$2.530		

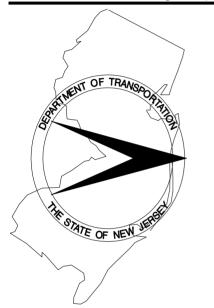
2022-2027

Transportation Improvement Program Fiscal Years 2018 - 2021

Name: Conrail Passaic & Harsimus Line, Hack to Kearny Double Track (Liberty Corridor)

Mileposts: 1.6-3.4 DBNUM: 17340

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.



Counties:

Hudson

Municipalities:

Kearny Town

NJDOT CIS Category:

Multimodal Programs

RCIS Category:

Freight

Sponsor:

Air Quality Code:

NA (Exempt)

Est. Total Project Cost:

(Million) \$1.800

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

PHASE	SOURCE	2018	2019	2020	2021
CON	DEMO	\$1.800			
		\$1.800			

2022-2027

Transportation Improvement Program Fiscal Years 2018 - 2021

Name: Johnston Avenue Road Improvements

Mileposts: 0.21-0.85 (Grand St), 0.0-0.16 (Phillip St) **DBNUM:** N1704

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).



PHASE

CON

Counties:

Hudson

Municipalities:

Jersey City

NJDOT CIS Category:

Local System Support

RCIS Category:

Bike/Ped

Sponsor:

Jersey City

Air Quality Code:

S10, AQ2 (Exempt)

Est. Total Project Cost:

(Million) \$1.370

FY 2018 - 2021 TIP Cost: (Million) \$1.370

 SOURCE
 2018
 2019
 2020
 2021

 DEMO-R
 \$1.370
 \$1.370

2022-2027			

Transportation Improvement Program Fiscal Years 2018 - 2021

Name: PANY&NJ-NJDOT Project Program

Mileposts: N/A DBNUM: 11407

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 Tonnelle 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 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.



Counties:

Hudson Essex

Municipalities:

Jersey City Newark City Kearny Town

NJDOT CIS Category:

Bridge Assets

RCIS Category:

Bridges

Sponsor:

NJDOT

Air Quality Code:

2025M (Non-Exempt)

Est. Total Project Cost:

(Million) \$325.000

FY 2018 - 2021 TIP Cost: (Million) \$100.000

PHASE SOURCE 2018 2019 2020 2021

ERC STATE \$100.000 \$100.000

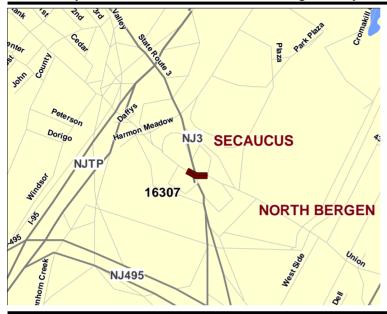
2022-2027		
\$225.000		
\$225.000		

Transportation Improvement Program Fiscal Years 2018 - 2021

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

Mileposts: 4.33-4.33 DBNUM: 16307

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



Counties:

Hudson

Municipalities: Secaucus Town

NJDOT CIS Category:

Bridge Assets

RCIS Category:

Bridges

Sponsor:

NJDOT

Air Quality Code:

S19 (Exempt)

Est. Total Project Cost:

(Million) \$6.450

FY 2018 - 2021 TIP Cost: (Million) \$1.500

		•	<u>, , , , , , , , , , , , , , , , , , , </u>		
PHASE	SOURCE	2018	2019	2020	2021
DES	STATE	\$1.400			
ROW	STATE		\$.100		
CON	NHPP				
		\$1.400	\$.100		

2022-2027
\$4.950
\$4.950

Transportation Improvement Program Fiscal Years 2018 - 2021

Name: Pedestrian Bridge over Route 440

Mileposts: 21.2-21.3 DBNUM: 17356

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

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



Counties:

Hudson

Municipalities:

Bayonne City

NJDOT CIS Category:

Multimodal Programs

RCIS Category:

Bike/Ped

Sponsor:

NJDOT

Air Quality Code:

O10a (Exempt)

Est. Total Project Cost:

(Million) \$4.865

FY 2018 - 2021 TIP Cost: (Million) \$4.865

=			· · · · · · · · · · · · · · · · · · ·		
PHASE	SOURCE	2018	2019	2020	2021
DES	DEMO	\$.350			
CON	DEMO		\$4.050		
CON	OTHER	\$.220	\$.245		
		\$.570	\$4.295		

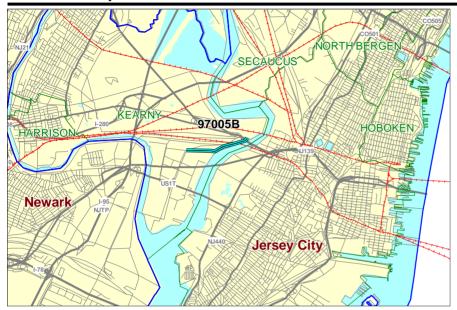
2022-2027	
	-

Transportation Improvement Program Fiscal Years 2018 - 2021

Name: Portway, Fish House Road/Pennsylvania Avenue, CR 659

Mileposts: 0.5-1.4 **DBNUM:** 97005B

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



Counties:

Hudson

Municipalities:

Kearny Town

NJDOT CIS Category:

Local System Support

RCIS Category:

Freight

Sponsor:

NJDOT

Air Quality Code:

S4, S7 (Exempt)

Est. Total Project Cost:

(Million) \$30.128

FY 2018 - 2021 TIP Cost: (Million) \$26.300

PHASE	SOURCE	2018	2019	2020	2021
ROW	STATE	\$3.000			
CON	STBGP			\$11.650	\$11.650
		\$3.000		\$11.650	\$11.650

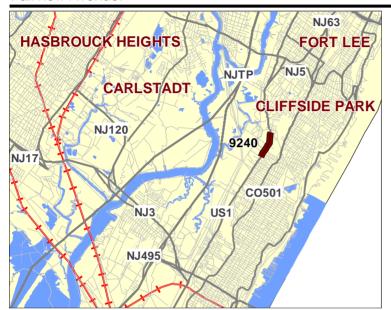
2022-2027

Transportation Improvement Program Fiscal Years 2018 - 2021

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

Mileposts: 60.56 - 61.10 **DBNUM:** 9240

Replacement of the existing structurally deficient Rt. 1&9 bridge over the NY Susquehanna & Western Railroad. Geometric upgrades include improvements to the Rt. 1&9 from south of Division Street to the intersection of Fairview Avenue with minor improvements to the intersection of Rt. 1&9 and Fairview Avenue.



Counties:

Bergen Hudson

Municipalities:

Fairview Boro North Bergen

I wp

NJDOT CIS Category:

Bridge Assets

RCIS Category:

Bridges

Sponsor:

NJDOT

Air Quality Code:

S19 (Exempt)

Est. Total Project Cost:

(Million) \$45.870

FY 2018 - 2021 TIP Cost: (Million) \$4.000

PHASE	SOURCE	2018	2019	2020	2021
PE	STATE		\$1.500		
DES	STATE				\$2.500
ROW	NHPP				
CON	NHPP				
			\$1.500		\$2.500

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Information	Year

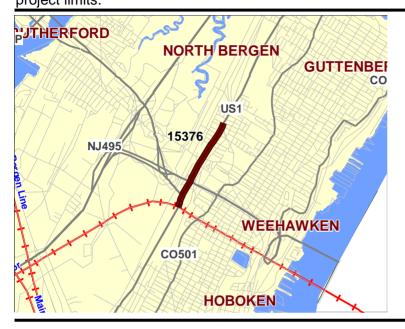
2022-2027
\$11.300
\$30.624
\$41.924

Transportation Improvement Program Fiscal Years 2018 - 2021

Name: Route 1, Route 3 to 46th Street

Mileposts: 57.0-58.2 DBNUM: 15376

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



Counties:

Hudson

Municipalities: North Bergen Twp

NJDOT CIS Category:

Road Assets

RCIS Category:
Road Preservation

Sponsor:NJDOT

Air Quality Code: S19 (Exempt)

Est. Total Project Cost:

(Million) \$3.691

FY 2018 - 2021 TIP Cost: (Million) \$2.690

 PHASE
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 2018
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 2020
 2021

 CON
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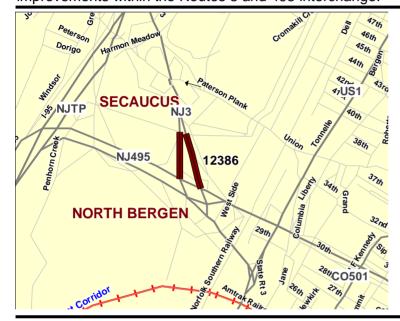
2022-2027

Transportation Improvement Program Fiscal Years 2018 - 2021

Name: Route 3 & Route 495 Interchange

Mileposts: 10.33 **DBNUM:** 12386

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



Counties:

Hudson

Municipalities:

North Bergen Twp

NJDOT CIS Category:

Bridge Assets

RCIS Category:

Bridges

Sponsor:

NJDOT

Air Quality Code:

S1, S19, O10a (Exempt)

Est. Total Project Cost:

(Million) \$61.100

FY 2018 - 2021 TIP Cost: (Million) \$3.250

PHASE	SOURCE	2018	2019	2020	2021
PE	STATE		\$3.250		
DES	NHPP				
ROW	NHPP				
CON	NHPP				
	_		\$3.250		

2022-2027
\$4.350
\$.500
\$53.000
\$57.850

Transportation Improvement Program Fiscal Years 2018 - 2021

Name: Route 3, Bridge over Northern Secondary & Ramp A

Mileposts: 10.62-10.84 DBNUM: 08346

Initiated by the Bridge Management System, this project will replace the functionally obsolete bridge,

built in 1929.

PHASE

UTI

CON



Counties:

Hudson

Municipalities:

North Bergen Twp

NJDOT CIS Category:

Bridge Assets

RCIS Category:

Bridges

Sponsor:

NJDOT

Air Quality Code:

S19 (Exempt)

Est. Total Project Cost:

(Million) \$27.430

FY 2018 - 2021 TIP Cost: (Million) \$22.500

\$22,500

	,			
SOURCE	2018	2019	2020	2021
STATE	\$.500			
NHPP	\$22.000			

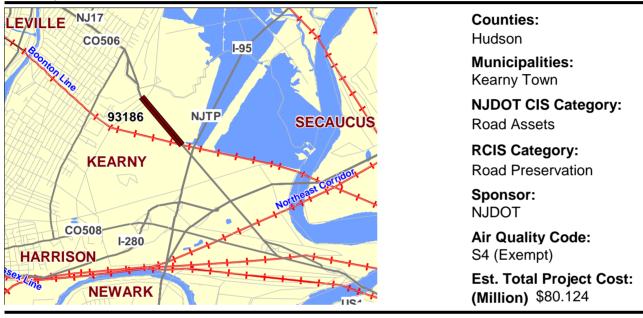
2022-2027

Transportation Improvement Program Fiscal Years 2018 - 2021

Name: Route 7, Kearny, Drainage Improvements

Mileposts: 1.7 - 3.6 DBNUM: 93186

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.



FY 2018 - 2021 TIP Cost: (Million) \$27.400

PHASE	SOURCE	2018	2019	2020	2021
DES	STATE		\$6.000		
ROW	STATE		\$3.400		
CON	NHPP				\$18.000
			\$9.400		\$18.000

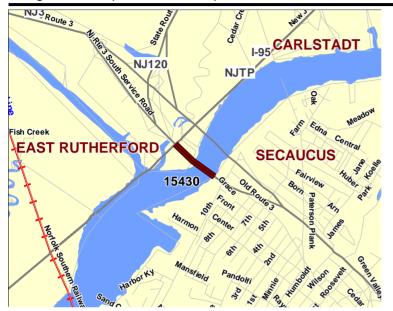
2022-2027
\$54.000
\$54.000

Transportation Improvement Program Fiscal Years 2018 - 2021

Name: Route 3 EB, Bridge over Hackensack River & Meadowlands Parkway

Mileposts: 8.5 DBNUM: 15430

Bridge Deck/Superstructure Replacement



Counties:

Bergen Hudson

Municipalities:

East Rutherford Boro

Secaucus Town

NJDOT CIS Category:

Bridge Assets

RCIS Category:

Bridges

Sponsor:

NJDOT

Air Quality Code:

S19 (Exempt)

Est. Total Project Cost:

(Million) \$85.600

FY 2018 - 2021 TIP Cost: (Million) \$9.000

_	formation Year
_	2022-2027

PHASE	SOURCE	2018	2019	2020	2021
PE	STATE		\$3.500		
DES	STATE				\$5.500
ROW	NHPP				
CON	NHPP				
			\$3.500		\$5.500

H U N T E R D 0 N

Transportation Improvement Program Fiscal Years 2018 - 2021

Name: ADA Central, Contract 3

Mileposts: N/A DBNUM: 15419

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



Counties:

Somerset Middlesex Hunterdon Warren

Municipalities:

Various

NJDOT CIS Category: Multimodal Programs

RCIS Category:

Bike/Ped

Sponsor: NJDOT

Air Quality Code: AQ2 (Exempt)

Est. Total Project Cost:

(Million) \$11.814

FY 2018 - 2021 TIP Cost: (Million) \$10.475

PHASE	SOURCE	2018	2019	2020	2021
CON	STATE			\$10.475	
				\$10.475	

2022-2027

Transportation Improvement Program Fiscal Years 2018 - 2021

Name: Church Street Bridge, CR 579

Mileposts: 36.71 DBNUM: NS9806

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



Counties:

Hunterdon

Municipalities:

Bloomsbury Boro Bethlehem Twp

...

NJDOT CIS Category: Local System Support

Local Cyclom Cappon

RCIS Category:

Bridges

Sponsor:

Hunterdon County

Air Quality Code:

S19 (Exempt)

Est. Total Project Cost:

Unconstrained

(Million) \$5.100

FY 2018 - 2021 TIP Cost: (Million) \$4.200

 PHASE
 SOURCE
 2018
 2019
 2020
 2021

 ROW
 STBGP-NJ
 \$.400
 \$3.800

 CON
 \$3.800
 \$3.800

In	formation Year
	2022-2027

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

Transportation Improvement Program Fiscal Years 2018 - 2021

Name: Delaware & Raritan Canal Bridges

Mileposts: N/A DBNUM: 15322

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; Bridge over D&R Feeder Canal at Lock No. 3; Coryell Street, Bridge over D&R Feeder Canal; CR 533 (Quaker Road), Bridge over D&R Canal; Manville Causeway (CR623), Bridge over D&R Canal; Chapel Drive at CR 623, Bridge over D&R Canal. The project also provides emergency superstructure replacement and substructure rehabilitation for CR 518 (Georgetown-Franklin Rd), Bridge over D&R Canal and an emergency total structure replacement of CR 514 (Amwell Road), Bridge over D&R Canal.



Counties:

Mercer Hunterdon Middlesex Somerset

Municipalities:

Various

NJDOT CIS Category:

Bridge Assets

RCIS Category:

Bridges

Sponsor:

NJDOT

Air Quality Code:

O10a (Exempt)

Est. Total Project Cost:

(Million) \$12.250

FY 2018 - 2021 TIP Cost: (Million) \$12.250

=	- 11 2010 - 2021 11	<u> </u>	willion) \$	12.230	=
PHASE	SOURCE	2018	2019	2020	2021
PE	STATE		\$1.000		
DES	STATE			\$1.200	
CON	STATE				\$10.050
			\$1.000	\$1.200	\$10.050

2022-2027

Transportation Improvement Program Fiscal Years 2018 - 2021

Name: Milford-Warren Glen Road, CR 519

Mileposts: 18.29 - 23.43 **DBNUM:** NS9703

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.



Counties:

Hunterdon

Municipalities:

Holland Twp

NJDOT CIS Category:

Local System Support

RCIS Category:

Road Enhancement

Sponsor:

Hunterdon County

Air Quality Code:

S4, S17 (Exempt)

Est. Total Project Cost:

Unconstrained

(Million) \$10.070

FY 2018 - 2021 TIP Cost: (Million) \$8.300

 PHASE
 SOURCE
 2018
 2019
 2020
 2021

 CON
 * STATE-NJTPA
 \$8.300
 \$8.300

1	formation Year
	2022-2027

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

Transportation Improvement Program Fiscal Years 2018 - 2021

Name: Route 22, Bridge over NJT Raritan Valley Line

Mileposts: 20.08 DBNUM: 14425

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

built in 1937.



Counties:

Hunterdon

Municipalities:

Clinton Twp

NJDOT CIS Category:

Bridge Assets

RCIS Category:

Bridges

Sponsor:

NJDOT

Air Quality Code:

S19 (Exempt)

Est. Total Project Cost:

(Million) \$10.950

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

PHASE	SOURCE	2018	2019	2020	2021
PE	STATE		\$1.000		
DES	STATE				\$1.500
ROW	NHPP				
CON	NHPP				
			\$1.000		\$1.500

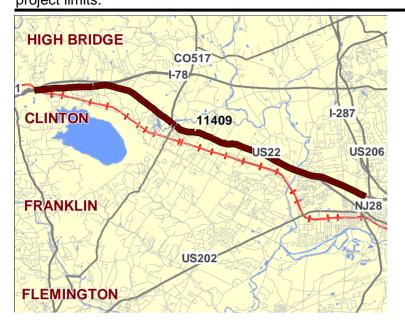
2022-2027
\$.100
\$8.350
\$8.450

Transportation Improvement Program Fiscal Years 2018 - 2021

Name: Route 22, EB, Route 78 to Rt 28 (CR 614, Easton Turnpike)

Mileposts: 19.25-31.41 **DBNUM:** 11409

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



Counties:

Hunterdon Somerset

Municipalities:

Clinton Twp Lebanon Boro Readington Twp Branchburg Twp

NJDOT CIS Category:

Road Assets

RCIS Category:

Road Preservation

Sponsor:

NJDOT

Air Quality Code:

S10 (Exempt)

Est. Total Project Cost:

(Million) \$11.649

FY 2018 - 2021 TIP Cost: (Million) \$10.694

PHASE	SOURCE	2018	2019	2020	2021
CON	NHPP	\$10.694			
		\$10.694			

2022-2027

Transportation Improvement Program Fiscal Years 2018 - 2021

Name: Route 29, Alexauken Creek Road to Washington Street

Mileposts: 19.8-24.5 & 33.7-34.3 **DBNUM:** 11413C

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



Counties:

Hunterdon

Municipalities:

Lambertville City Delaware Twp Kingwood Twp Frenchtown Boro

NJDOT CIS Category:

Road Assets

RCIS Category:

Road Preservation

Sponsor:

NJDOT

Air Quality Code:

S10, S4 (Exempt)

Est. Total Project Cost:

(Million) \$12.395

FY 2018 - 2021 TIP Cost: (Million) \$2.400

	11 2010 2021 111 003ί. (ιστ.) ψ2:400				
PHASE	SOURCE	2018	2019	2020	2021
PE	STATE	\$1.000			
DES	STATE		\$1.400		
ROW	STBGP				
CON	STBGP				
		\$1.000	\$1.400		

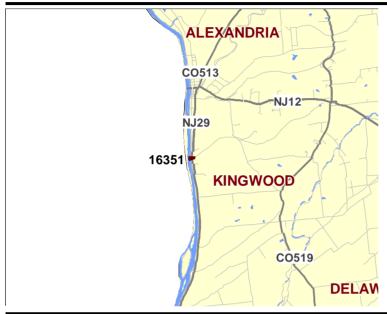
2022-2027
\$.175
\$9.820
\$9.995

Transportation Improvement Program Fiscal Years 2018 - 2021

Name: Route 29, Bridge over Copper Creek

Mileposts: 33.19 **DBNUM:** 16351

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



Counties:

Hunterdon

Municipalities:

Kingwood Twp

NJDOT CIS Category:

Bridge Assets

RCIS Category:

Bridges

Sponsor:

NJDOT

Air Quality Code:

O10a (Exempt)

Est. Total Project Cost:

(Million) \$4.300

FY 2018 - 2021 TIP Cost: (Million) \$4.300

PHASE	SOURCE	2018	2019	2020	2021
PE	STATE	\$.500			
DES	STATE		\$1.050		
ROW	STATE		\$.150		
CON	STATE				\$2.600
		\$.500	\$1.200		\$2.600

2022-2027

Transportation Improvement Program Fiscal Years 2018 - 2021

Name: Route 29, Rockfall Mitigation, Kingwood Twp

Mileposts: 27.4-30.4 DBNUM: 11413B

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



Counties:

Hunterdon

Municipalities:

Kingwood Twp

NJDOT CIS Category:

Safety Management

RCIS Category:

Safety

Sponsor:

NJDOT

Air Quality Code:

S2, S4 (Exempt)

Est. Total Project Cost:

(Million) \$32.185

FY 2018 - 2021 TIP Cost: (Million) \$29.000

PHASE	SOURCE	2018	2019	2020	2021
CON	STBGP			\$14.500	\$14.500
				\$14.500	\$14.500

2022-2027

Transportation Improvement Program Fiscal Years 2018 - 2021

Name: Route 31 SB, CR 523 (Walter Foran Boulevard) to Wescott Drive (CR 600)

Mileposts: 23.43-24.05 DBNUM: 08327B

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



Counties:

Hunterdon

Municipalities:

Raritan Twp

NJDOT CIS Category:

Congestion Relief

RCIS Category:

Road Enhancement

Sponsor:

NJDOT

Air Quality Code:

2025M (Non-Exempt)

Est. Total Project Cost:

(Million) \$5.634

FY 2018 - 2021 TIP Cost: (Million) \$5.200

		(- , +		
PHASE	SOURCE	2018	2019	2020	2021
DES	STATE	\$1.100			
ROW	STATE		\$.100		
CON	STATE				\$4.000
		\$1.100	\$.100		\$4.000

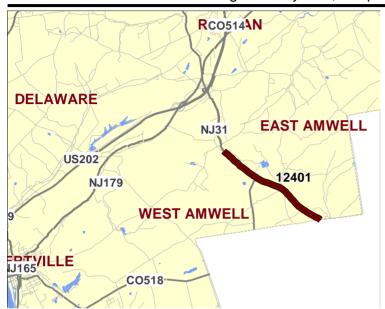
2022-2027

Transportation Improvement Program Fiscal Years 2018 - 2021

Name: Route 31, Bull Run Road to Branch of Stoney Brook

Mileposts: 4.7 - 14.3 DBNUM: 12401

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



Counties:

Mercer Hunterdon

Municipalities:

Hopewell Twp Pennington Boro East Amwell Twp West Amwell Twp

NJDOT CIS Category:

Road Assets

RCIS Category:

Road Preservation

Sponsor:

NJDOT

Air Quality Code:

S10 (Exempt)

Est. Total Project Cost:

(Million) \$10.464

FY 2018 - 2021 TIP Cost: (Million) \$1.882

PHASE	SOURCE	2018	2019	2020	2021
CON	NHPP	\$1.882			
		\$1.882			

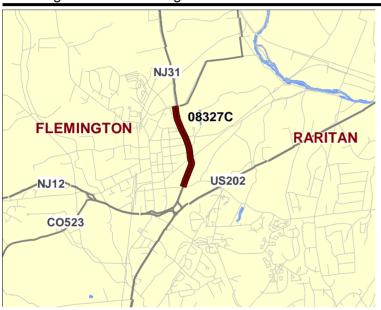
I	2022-2027

Transportation Improvement Program Fiscal Years 2018 - 2021

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

Mileposts: 22.21-23.13 DBNUM: 08327C

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



Counties:

Hunterdon

Municipalities:

Flemington Boro Raritan Twp

NJDOT CIS Category:

Congestion Relief

RCIS Category:

Road Enhancement

Sponsor:

NJDOT

Air Quality Code:

2025NM (Non-Exempt)

Est. Total Project Cost:

(Million) \$13.275

FY 2018 - 2021 TIP Cost: (Million) \$2.175

PHASE	SOURCE	2018	2019	2020	2021
PE	STATE		\$1.000		
DES	STATE				\$1.175
ROW	NHPP				
CON	NHPP				
			\$1.000		\$1.175

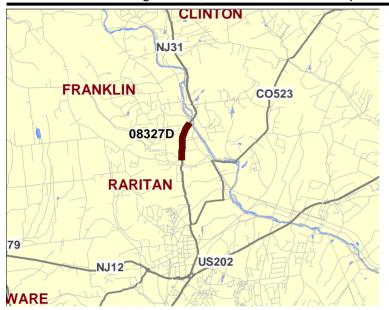
2022-2027
\$.500
\$10.600
\$11.100

Transportation Improvement Program Fiscal Years 2018 - 2021

Name: Route 31, HealthQuest Boulevard to River Road

Mileposts: 24.53-25.13 **DBNUM:** 08327D

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.



PHASE

PE

DES

Counties:

Hunterdon

Municipalities:

Raritan Twp

NJDOT CIS Category:

Congestion Relief

RCIS Category:

Road Enhancement

Sponsor:

NJDOT

Air Quality Code:

2025NM (Non-Exempt)

Est. Total Project Cost:

(Million) \$9.795

FY 2018 - 2021 TIP Cost: (Million) \$2.800

 SOURCE
 2018
 2019
 2020
 2021

 STATE
 \$1.300
 \$1.500

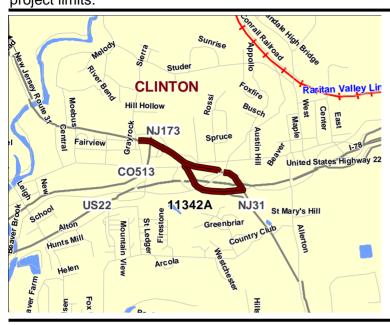
2022-2027
\$1.000
\$5.995
\$6.995

Transportation Improvement Program Fiscal Years 2018 - 2021

Name: Route 31, Route 78/22 to Graysrock Road

Mileposts: 31.8-32.5 DBNUM: 11342A

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



Counties:

Hunterdon

Municipalities:

Clinton Twp

NJDOT CIS Category:

Road Assets

RCIS Category:

Road Preservation

Sponsor:

NJDOT

Air Quality Code:

S10 (Exempt)

Est. Total Project Cost:

(Million) \$10.825

FY 2018 - 2021 TIP Cost: (Million) \$1.100

(
PHASE	SOURCE	2018	2019	2020	2021
DES	STATE		\$1.100		
ROW	NHPP				
CON	NHPP				
			\$1 100		

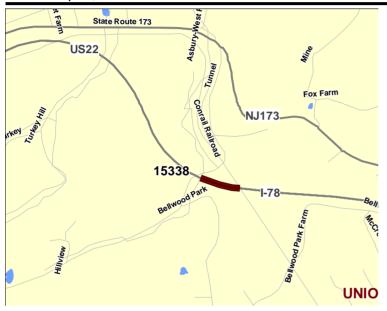
2022-2027
\$.100
\$8.825
\$8.925

Transportation Improvement Program Fiscal Years 2018 - 2021

Name: Route 78 Rockfall Mitigation, Bethlehem Township

Mileposts: 10.1-10.3 DBNUM: 15338

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



Counties:

Hunterdon

Municipalities:

Bethleham Twp

NJDOT CIS Category:

Safety Management

RCIS Category:

Safety

Sponsor:

NJDOT

Air Quality Code:

S2., S4 (Exempt)

Est. Total Project Cost:

(Million) \$9.882

FY 2018 - 2021 TIP Cost: (Million) \$8.000

PHASE	SOURCE	2018	2019	2020	2021
CON	NHPP		\$8.000		
			\$8.000		

2022-2027

M I D D L E S E X

Transportation Improvement Program Fiscal Years 2018 - 2021

Name: ADA Central, Contract 2

Mileposts: N/A DBNUM: 15418

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



Counties:

Monmouth Somerset Middlesex Mercer

Municipalities:

Various

NJDOT CIS Category: Multimodal Programs

RCIS Category:

Bike/Ped

Sponsor: NJDOT

Air Quality Code: AQ2 (Exempt)

Est. Total Project Cost:

(Million) \$16.547

FY 2018 - 2021 TIP Cost: (Million) \$14.200

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PHASE	SOURCE	2018	2019	2020	2021
CON	STBGP				\$14.200
					\$14.200

	20	22	-20)27
I				

Transportation Improvement Program Fiscal Years 2018 - 2021

Name: ADA Central, Contract 3

Mileposts: N/A DBNUM: 15419

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



Counties:

Somerset Middlesex Hunterdon Warren

Municipalities:

Various

NJDOT CIS Category: Multimodal Programs

RCIS Category:

Bike/Ped

Sponsor:

NJDOT

Air Quality Code:

AQ2 (Exempt)

Est. Total Project Cost:

(Million) \$11.814

FY 2018 - 2021 TIP Cost: (Million) \$10.475

		<u> </u>	, ,		
PHASE	SOURCE	2018	2019	2020	2021
CON	STATE			\$10.475	
				\$10.475	

2022-20	27

Transportation Improvement Program Fiscal Years 2018 - 2021

Name: Delaware & Raritan Canal Bridges

Mileposts: N/A DBNUM: 15322

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; Bridge over D&R Feeder Canal at Lock No. 3; Coryell Street, Bridge over D&R Feeder Canal; CR 533 (Quaker Road), Bridge over D&R Canal; Manville Causeway (CR623), Bridge over D&R Canal; Chapel Drive at CR 623, Bridge over D&R Canal. The project also provides emergency superstructure replacement and substructure rehabilitation for CR 518 (Georgetown-Franklin Rd), Bridge over D&R Canal and an emergency total structure replacement of CR 514 (Amwell Road), Bridge over D&R Canal.



Counties:

Mercer Hunterdon Middlesex Somerset

Municipalities:

Various

NJDOT CIS Category:

Bridge Assets

RCIS Category:

Bridges

Sponsor:

NJDOT

Air Quality Code:

O10a (Exempt)

Est. Total Project Cost:

(Million) \$12.250

FY 2018 - 2021 TIP Cost: (Million) \$12.250

_	- 1 1 2010 - 2021 11	1 0031.	ivillion, w	12.230	
PHASE	SOURCE	2018	2019	2020	2021
PE	STATE		\$1.000		
DES	STATE			\$1.200	
CON	STATE				\$10.050
			\$1.000	\$1.200	\$10.050

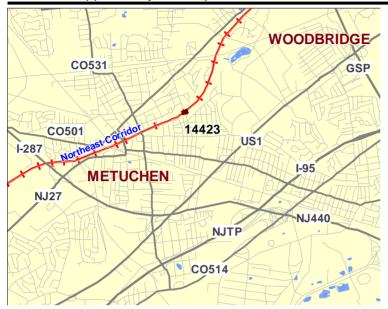
2022-2027

Transportation Improvement Program Fiscal Years 2018 - 2021

Name: Grove Avenue, Bridge over Port Reading RR

Mileposts: 0.87 **DBNUM:** 14423

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



Counties:

Middlesex

Municipalities:

Metuchen Boro

NJDOT CIS Category:

Bridge Assets

RCIS Category:

Bridges

Sponsor:

NJDOT

Air Quality Code:

S19 (Exempt)

Est. Total Project Cost:

(Million) \$6.040

FY 2018 - 2021 TIP Cost: (Million) \$2.150

		,	(····· • · · · · · · · · · · ·		
PHASE	SOURCE	2018	2019	2020	2021
PE	STATE	\$.750			
DES	STATE		\$1.400		
ROW	NHPP				
CON	NHPP				
		\$ 750	\$1 400		

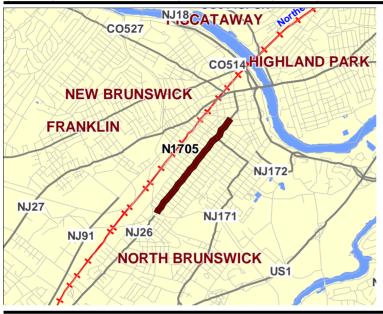
2022-2027
\$.100
\$3.790
\$3.890

Transportation Improvement Program Fiscal Years 2018 - 2021

Name: Livingston Avenue Traffic Calming

Mileposts: 0.6-1.08, 2.07-2.78 **DBNUM:** N1705

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).



Counties:

Middlesex

Municipalities:

New Brunswick City

NJDOT CIS Category:

Local System Support

RCIS Category:

Safety

Sponsor:

NJTPA

Air Quality Code:

AQ2, NR2,S18 (Exempt)

Est. Total Project Cost:

(Million) \$6.006

FY 2018 - 2021 TIP Cost: (Million) \$6.006

PHASE	SOURCE	2018	2019	2020	2021
CON	DEMO-R		\$6.006		
			\$6.006		

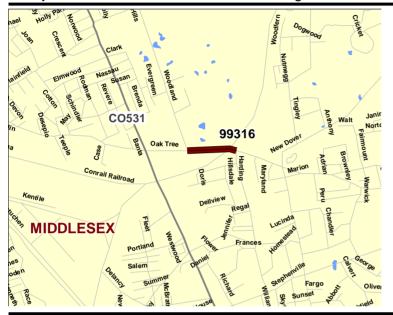
2022-2027

Transportation Improvement Program Fiscal Years 2018 - 2021

Name: Oak Tree Road Bridge, CR 604

Mileposts: 0.45 **DBNUM:** 99316

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.



Counties:

Middlesex

Municipalities:

Edison Twp

NJDOT CIS Category:

Bridge Assets

RCIS Category:

Bridges

Sponsor:

NJDOT

Air Quality Code:

S19 (Exempt)

Est. Total Project Cost:

(Million) \$13.927

FY 2018 - 2021 TIP Cost: (Million) \$14.750

PHASE	SOURCE	2018	2019	2020	2021
DES	* STATE-NJTPA	\$1.350			
ROW	* STATE-NJTPA		\$.250		
CON	* STATE-NJTPA			\$13.150	
		\$1.350	\$.250	\$13.150	

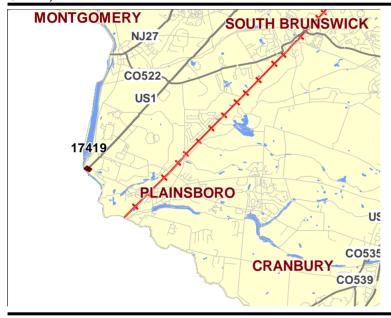
2022-2027	
	-
	-

Transportation Improvement Program Fiscal Years 2018 - 2021

Name: Route 1, Alexander Road to Mapleton Road

Mileposts: 10.8 - 12.07 **DBNUM:** 17419

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



Counties:

Mercer Middlesex

Municipalities:

West Windsor Twp Plainsboro

NJDOT CIS Category:

Congestion Relief

RCIS Category:

Road Expansion

Sponsor:

NJDOT

Air Quality Code:

O10a (Exempt)

Est. Total Project Cost:

Unconstrained Information Year

(Million) \$30.200

FY 2018 - 2021 TIP Cost: (Million) \$6.200

2022-2027
\$24.000
\$24.000

			, 4			
PHASE	SOURCE	2018	2019	2020	2021	202
PE	STATE	\$1.200				
DES	STATE			\$2.000		
ROW	CMAQ				\$3.000	
CON	CMAQ					\$2
		\$1.200		\$2.000	\$3.000	\$2

Transportation Improvement Program Fiscal Years 2018 - 2021

Route 1, NB Bridge over Raritan River Name:

Mileposts: 27.75 - 28.05 **DBNUM:** 15303

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 Catagory 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 it's useful life.



Counties:

Middlesex

Municipalities:

Edison Two New Brunswick Citv

NJDOT CIS Category:

Bridge Assets

RCIS Category:

Bridges

Sponsor:

NJDOT

Air Quality Code:

O10a. S19 (Exempt)

Est. Total Project Cost:

Unconstrained

Information Year

(Million) \$50.000

FY 2018 - 2021 TIP Cost: (Million) \$2,000

	- 112010 202111	. 0031.	ivillion) w	2.000	=	_	_
PHASE	SOURCE	2018	2019	2020	2021		2022-2027
DES	STATE		\$2.000				
CON	NHPP						\$10.050
			\$2.000				\$10.050

Transportation Improvement Program Fiscal Years 2018 - 2021

Name: Route 9/35, Main Street Interchange

Mileposts: 129.82 DBNUM: 079A

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



Counties:

Middlesex

Municipalities:

Sayreville Boro South Amboy City

NJDOT CIS Category:

Congestion Relief

RCIS Category:

Road Enhancement

Sponsor:

NJDOT

Air Quality Code:

NR3, O10a (Exempt)

Est. Total Project Cost:

(Million) \$37.500

FY 2018 - 2021 TIP Cost: (Million) \$1.700

		· · · · · · · · · · · · · · · · · · ·	, ,		
PHASE	SOURCE	2018	2019	2020	2021
PE	STATE	\$.500			
DES	STATE		\$1.200		
ROW	NHPP				
CON	NHPP				
		\$.500	\$1.200		

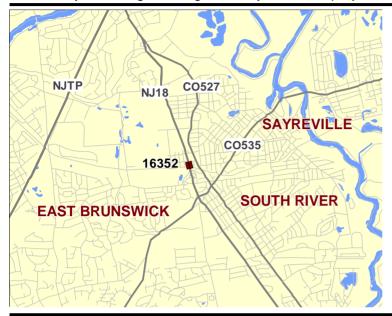
2022-2027
\$2.000
\$33.800
\$35.800

Transportation Improvement Program Fiscal Years 2018 - 2021

Name: Route 18 NB, Bridge over Conrail

Mileposts: 37.46 **DBNUM:** 16352

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



Counties:

Middlesex

Municipalities:

East Brunswick Twp

NJDOT CIS Category:

Bridge Assets

RCIS Category:

Bridges

Sponsor:

NJDOT

Air Quality Code:

S19 (Exempt)

Est. Total Project Cost:

(Million) \$25.000

FY 2018 - 2021 TIP Cost: (Million) \$1.650

PHASE	SOURCE	2018	2019	2020	2021
PE	STATE	\$.600			
DES	STATE		\$.800		
ROW	STATE				\$.250
CON	NHPP				
		\$.600	\$.800		\$.250

2022-2027
\$6.631
\$6.631

Transportation Improvement Program Fiscal Years 2018 - 2021

Name: Route 18, East Brunswick, Drainage and Pavement Rehabilitation

Mileposts: NB: 35.4-39.5, SB: 35.5-39.2 **DBNUM:** 10354

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



Counties:

Middlesex

Municipalities:

East Brunswick Twp

NJDOT CIS Category:

Road Assets

RCIS Category:

Road Preservation

Sponsor:

NJDOT

Air Quality Code:

S10, S4 (Exempt)

Est. Total Project Cost:

(Million) \$45.566

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

In	formation Year
	2022-2027

Unconstrained

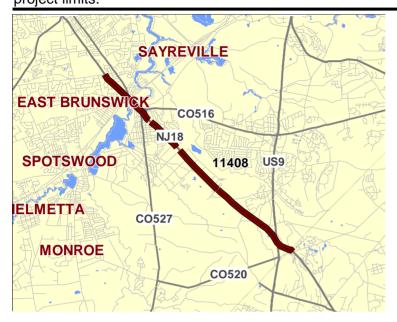
PHASE	SOURCE	2018	2019	2020	2021
ROW	STATE	\$.500			
CON	NHPP		\$18.000	\$16.000	\$15.500
		\$.500	\$18.000	\$16.000	\$15.500

Transportation Improvement Program Fiscal Years 2018 - 2021

Name: Route 18, South of Texas Road to Rues Lane, Pavement

Mileposts: NB 29.5 - 35.4; SB 30.5 - 35.5 **DBNUM:** 11408

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



Counties:

Monmouth Middlesex

Municipalities:

Marlboro Twp Old Bridge Twp East Brunswick Twp

NJDOT CIS Category:

Road Assets

RCIS Category:

Road Preservation

Sponsor:

NJDOT

Air Quality Code:

S10 (Exempt)

Est. Total Project Cost:

(Million) \$21.498

FY 2018 - 2021 TIP Cost: (Million) \$22.900

PHASE	SOURCE	2018	2019	2020	2021
CON	NHPP	\$22.900			
		\$22.900			

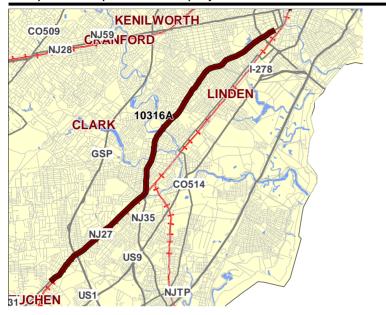
	2022-2027
I	

Transportation Improvement Program Fiscal Years 2018 - 2021

Name: Route 27 ADA Ramps, Evergreen St to Elizabeth River

Mileposts: 23.8-33.4 DBNUM: 10316A

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



Counties:

Middlesex Union

Municipalities:

Edison Twp Woodbridge Twp

Rahway City

NJDOT CIS Category:

Multimodal Programs

RCIS Category:

Bike/Ped

Sponsor:

NJDOT

Air Quality Code:

AQ2 (Exempt)

Est. Total Project Cost:

(Million) \$13.636

FY 2018 - 2021 TIP Cost: (Million) \$10.600

	11 2010 2021 111 0001. (
PHASE	SOURCE	2018	2019	2020	2021			
CON	NHPP		\$10.600					
			\$10.600					

Unconstrai	ned
nformation	Yea

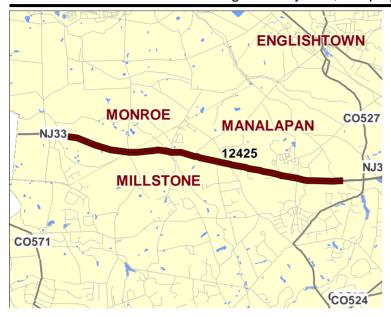
2022-2027			

Transportation Improvement Program Fiscal Years 2018 - 2021

Name: Route 33, Bentley Road to Manalapan Brook

Mileposts: EB 17.7-21.9; WB 17.7-20.7 **DBNUM:** 12425

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



Counties:

Middlesex Monmouth

Municipalities:

Monroe Twp Millstone Twp Manalapan Twp

NJDOT CIS Category:

Road Assets

RCIS Category:

Road Preservation

Sponsor:

NJDOT

Air Quality Code:

S10 (Exempt)

Est. Total Project Cost:

(Million) \$12.372

FY 2018 - 2021 TIP Cost: (Million) \$9.243

PHASE	SOURCE	2018	2019	2020	2021
CON	NHPP	\$9.243			
		\$9.243			

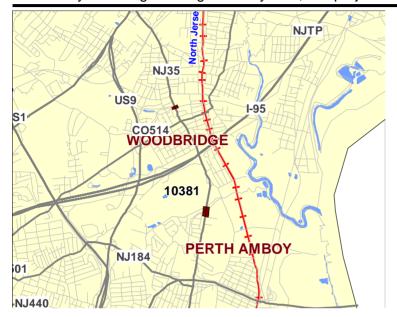
2022-2027		

Transportation Improvement Program Fiscal Years 2018 - 2021

Name: Route 35, Heards Brook and Woodbridge Creek, Culvert Replacement

Mileposts: 55.24 **DBNUM:** 10381

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



PHASE

SOU

Counties:

Middlesex

Municipalities:

Woodbridge Twp Perth

Amboy City

NJDOT CIS Category:

Bridge Assets

RCIS Category:

Bridges

Sponsor:

NJDOT

Air Quality Code:

S19 (Exempt)

Est. Total Project Cost:

Unconstrained

(Million) \$6.700

FY 2018 - 2021 TIP Cost: (Million) \$1.300 Information Yea						formation Year
JRCE	2018	2018 2019 2020 2021				2022-2027
TE	\$.600					

PE	STATE	\$.600		
DES	STATE		\$.700	
ROW	NHPP			
CON	NHPP			
		\$.600	\$.700	

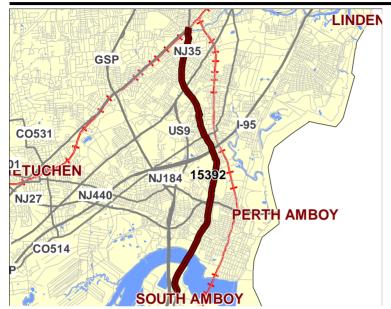
2022-2027
\$.300
\$5.100
\$5.400

Transportation Improvement Program Fiscal Years 2018 - 2021

Name: Route 35, Route 9 to Colonia Boulevard

Mileposts: 50.6-58.07 **DBNUM:** 15392

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



Counties:

Middlesex Union

Municipalities:

Sayreville Boro Perth Amboy City Woodbridge Twp Rahway City

NJDOT CIS Category:

Road Assets

RCIS Category:

Road Preservation

Sponsor:

NJDOT

Air Quality Code:

S19 (Exempt)

Est. Total Project Cost:

(Million) \$10.672

FY 2018 - 2021 TIP Cost: (Million) \$1.180

Unconstrained	
Information Yea	r

PHASE	SOURCE	2018	2019	2020	2021
PE	STATE	\$.430			
DES	STATE		\$.750		
CON	NHPP				
		\$.430	\$.750		

2022-2027
\$9.390
\$9.390

Transportation Improvement Program Fiscal Years 2018 - 2021

Name: Route 130, Bridge over Millstone River

Mileposts: 70.04 **DBNUM:** 16339

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



Counties:

Mercer Middlesex

Municipalities:

East Windsor Twp Cranbury

Twp

NJDOT CIS Category:

Bridge Assets

RCIS Category:

Bridges

Sponsor:

NJDOT

Air Quality Code:

O10a (Exempt)

Est. Total Project Cost:

(Million) \$6.800

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

Unconstrained					
Information Year					

PHASE	SOURCE	2018	2019	2020	2021
PE	STATE		\$.700		
DES	STATE				\$1.100
ROW	NHPP				
CON	NHPP				
			\$.700		\$1.100

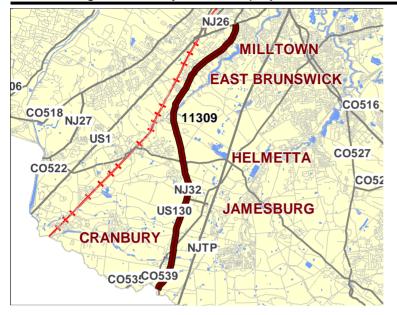
2022-2027
\$.100
\$4.900
\$5.000

Transportation Improvement Program Fiscal Years 2018 - 2021

Name: Route 130, Westfield Ave. to Main Street

Mileposts: 67.8 - 72.8 **DBNUM:** 11309

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



Counties:

Mercer Middlesex

Municipalities:

East Windsor Twp Cranbury
Twp

NJDOT CIS Category:

Road Assets

RCIS Category:

Road Preservation

Sponsor:

NJDOT

Air Quality Code:

S10 (Exempt)

Est. Total Project Cost:

(Million) \$9.789

FY 2018 - 2021 TIP Cost: (Million) \$4.598

PHASE SOURCE	2018	2019	2020	2021
CON NHPP		\$4.598		
		\$4.598		

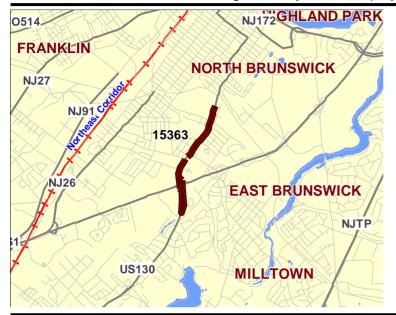
I	2022-2027

NJTPA Transportation Improvement Program Fiscal Years 2018 - 2021

Name: Route 171, Route 130 to Lincoln Avenue

Mileposts: 0.0-1.3 DBNUM: 15363

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



Counties:

Middlesex

Municipalities:

North Brunswick Twp

NJDOT CIS Category:

Road Assets

RCIS Category:

Road Preservation

Sponsor:

NJDOT

Air Quality Code:

S10 (Exempt)

Est. Total Project Cost:

(Million) \$2.543

FY 2018 - 2021 TIP Cost: (Million) \$2.543

PHASE	SOURCE	2018	2019	2020	2021
CON	STATE	\$2.543			
		\$2.543			

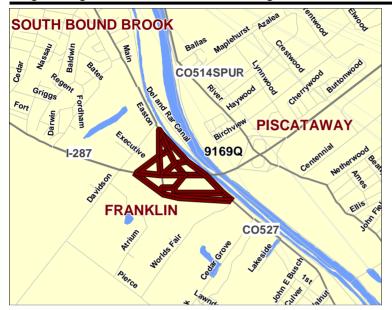
2022-2027

Transportation Improvement Program Fiscal Years 2018 - 2021

Name: Route 287, Interchange 10 Ramp Improvements

Mileposts: 10.27-10.6 **DBNUM:** 9169Q

This project will provide operational improvements to the on and off-ramps to/from Easton Avenue by lengthening the acceleration lanes along I-287 NB.



Counties:

Middlesex Somerset

Municipalities:

Piscataway Twp Franklin Twp

NJDOT CIS Category:

Congestion Relief

RCIS Category:

Road Enhancement

Sponsor:

NJDOT

Air Quality Code:

S4, NR3 (Exempt)

Est. Total Project Cost:

(Million) \$28.491

FY 2018 - 2021 TIP Cost: (Million) \$1.500

			· · · · · · · · · · · · · · · · · · ·		
PHASE	SOURCE	2018	2019	2020	2021
PE	STATE			\$.500	
DES	STATE				\$1.000
ROW	NHPP				
CON	NHPP				
				\$.500	\$1.000

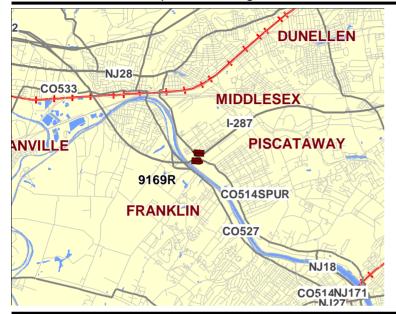
2022-2027
\$1.000
\$8.100
\$9.100

Transportation Improvement Program Fiscal Years 2018 - 2021

Name: Route 287, River Road (CR 622), Interchange Improvements

Mileposts: 9.8 - 10.2 **DBNUM:** 9169R

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



Counties:

Middlesex

Municipalities:

Piscataway Twp

NJDOT CIS Category:

Congestion Relief

RCIS Category:

Road Enhancement

Sponsor:

NJDOT

Air Quality Code:

NR3 (Exempt)

Est. Total Project Cost:

(Million) \$4.550

FY 2018 - 2021 TIP Cost: (Million) \$1.650

Unconstrained
Information Year

PHASE	SOURCE	2018	2019	2020	2021
PE	STATE			\$.750	
DES	STATE				\$.900
ROW	NHPP				
CON	NHPP				
				\$.750	\$.900

2022-2027
\$1.000
\$2.250
\$3.250

Transportation Improvement Program Fiscal Years 2018 - 2021

Name: Schalk's Crossing Road Bridge, CR 683

Mileposts: 0.70 **DBNUM:** 00321

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.



Counties:

Middlesex

Municipalities:

Plainsboro Twp

NJDOT CIS Category:

Bridge Assets

RCIS Category:

Bridges

Sponsor:

NJDOT

Air Quality Code:

S19 (Exempt)

Est. Total Project Cost:

(Million) \$29.804

FY 2018 - 2021 TIP Cost: (Million) \$13.456

 PHASE
 SOURCE
 2018
 2019
 2020
 2021

 CON
 * STATE-NJTPA
 \$13.456
 \$13.456

Unconstrained
Information Year

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

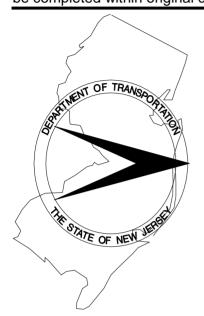
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Transportation Improvement Program Fiscal Years 2018 - 2021

Name: ADA Central, Contract 1

Mileposts: N/A DBNUM: 15417

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



Counties:

Monmouth Ocean

Municipalities:

Various

NJDOT CIS Category:

Multimodal Programs

RCIS Category:

Bike/Ped

Sponsor:

NJDOT

Air Quality Code:

AQ2 (Exempt)

Est. Total Project Cost:

(Million) \$26.449

FY 2018 - 2021 TIP Cost: (Million) \$10.500

PHASE	SOURCE	2018	2019	2020	2021
CON	STBGP				\$10.500
					\$10.500

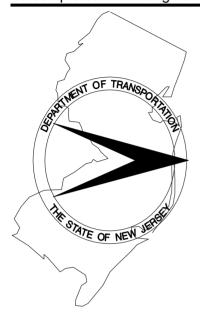
2022-2027				
\$10.500				
\$10.500				

Transportation Improvement Program Fiscal Years 2018 - 2021

Name: ADA Central, Contract 2

Mileposts: N/A DBNUM: 15418

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



Counties:

Monmouth Somerset Middlesex Mercer

Municipalities:

Various

NJDOT CIS Category: Multimodal Programs

RCIS Category:

Bike/Ped

Sponsor: NJDOT

Air Quality Code: AQ2 (Exempt)

Est. Total Project Cost:

(Million) \$16.547

FY 2018 - 2021 TIP Cost: (Million) \$14.200

PHASE	SOURCE	2018	2019	2020	2021
CON	STBGP				\$14.200
					\$14.200

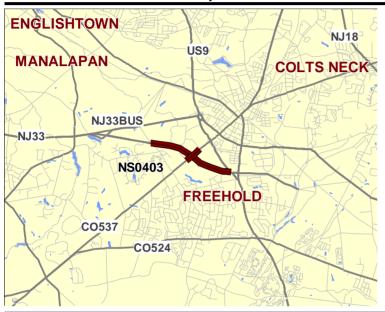
2022-202	7

Transportation Improvement Program Fiscal Years 2018 - 2021

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

Mileposts: 48.93 - 51.56 **DBNUM:** NS0403

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



Counties:

Monmouth

Municipalities:

Freehold Boro Freehold Twp

NJDOT CIS Category:

Local System Support

RCIS Category:

Road Enhancement

Sponsor:

Monmouth County

Air Quality Code:

O10a (Exempt)

Est. Total Project Cost:

(Million) \$31.867

FY 2018 - 2021 TIP Cost: (Million) \$10.000

PHASE SOURCE 2018 2019 2020 2021 **DES** STATE-NJTPA \$3.000 ROW STATE-NJTPA \$7.000 CON STATE-NJTPA \$3.000 \$7.000

Unconstrained			
Information	Year		

2022-2027
\$20.700
\$20.700

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

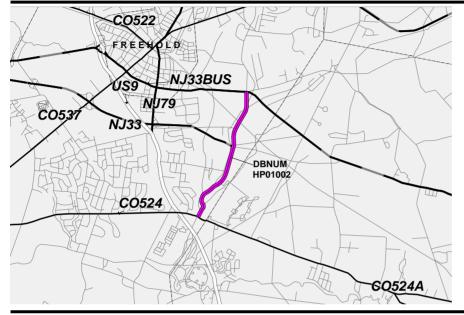
Transportation Improvement Program Fiscal Years 2018 - 2021

Name: Halls Mill Road

Mileposts: N/A DBNUM: HP01002

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).



Counties:

Monmouth

Municipalities:

Freehold Twp

NJDOT CIS Category:

Local System Support

RCIS Category:

Road Enhancement

Sponsor:

Monmouth County

Air Quality Code:

2025M (Non-Exempt)

Est. Total Project Cost:

(Million) \$17.600

FY 2018 - 2021 TIP Cost: (Million) \$18.000

		<u> </u>			
PHASE	SOURCE	2018	2019	2020	2021
CON	DEMO	\$7.415			
CON	DEMO-R	\$5.856			
CON	STBGP-NJ	\$4.729			
		\$18.000			

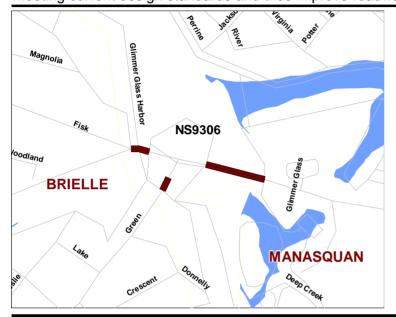
2022-2027

Transportation Improvement Program Fiscal Years 2018 - 2021

Name: Monmouth County Bridges W7, W8, W9 over Glimmer Glass and Debbie's Creek

Mileposts: N/A DBNUM: NS9306

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



Counties:

Monmouth

Municipalities:

Brielle Boro Manasquan Boro

NJDOT CIS Category:

Local System Support

RCIS Category:

Bridges

Sponsor:

Monmouth County

Air Quality Code:

S19 (Exempt)

Est. Total Project Cost:

(Million) \$34.700

FY 2018 - 2021 TIP Cost: (Million) \$34.000

PHASE	SOURCE	2018	2019	2020	2021
DES	STBGP-NJ	\$3.000			
ROW	* STATE-NJTPA			\$1.000	
CON	* STATE-NJTPA				\$30.000
		\$3.000		\$1.000	\$30.000

2022-2027

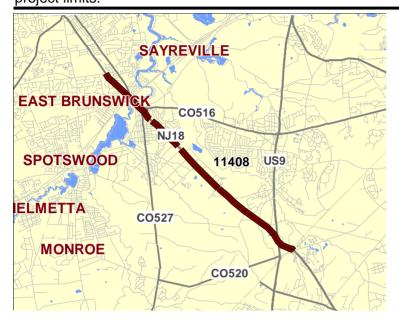
^{*} Note: Funding is programmed in DB# N063 (NJTPA, Future Projects) for the Local Lead TTF program.

Transportation Improvement Program Fiscal Years 2018 - 2021

Name: Route 18, South of Texas Road to Rues Lane, Pavement

Mileposts: NB 29.5 - 35.4; SB 30.5 - 35.5 **DBNUM:** 11408

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



Counties:

Monmouth Middlesex

Municipalities:

Marlboro Twp Old Bridge Twp East Brunswick Twp

NJDOT CIS Category:

Road Assets

RCIS Category:

Road Preservation

Sponsor:

NJDOT

Air Quality Code:

S10 (Exempt)

Est. Total Project Cost:

(Million) \$21.498

FY 2018 - 2021 TIP Cost: (Million) \$22.900

PHASE	SOURCE	2018	2019	2020	2021
CON	NHPP	\$22.900			
		\$22.900			

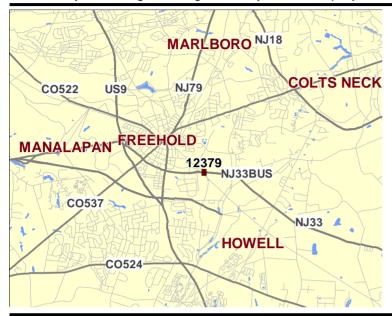
I	2022-2027

Transportation Improvement Program Fiscal Years 2018 - 2021

Name: Route 33 Business, Bridge over Conrail Freehold Secondary Branch

Mileposts: 4.300 - 4.400 DBNUM: 12379

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



Counties:

Monmouth

Municipalities:

Freehold Twp

NJDOT CIS Category:

Bridge Assets

RCIS Category:

Bridges

Sponsor:

NJDOT

Air Quality Code:

S19 (Exempt)

Est. Total Project Cost:

(Million) \$12.700

FY 2018 - 2021 TIP Cost: (Million) \$3.300

PHASE	SOURCE	2018	2019	2020	2021
PE	STATE	\$.800			
DES	STATE			\$2.000	
ROW	STATE				\$.500
CON	NHPP				
		\$.800		\$2.000	\$.500

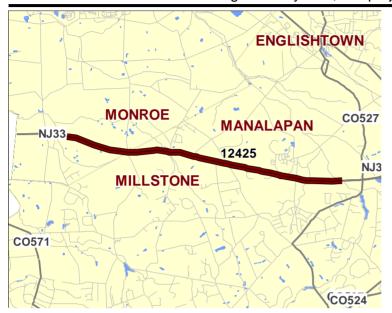
2022-2027
\$9.200
\$9.200

Transportation Improvement Program Fiscal Years 2018 - 2021

Name: Route 33, Bentley Road to Manalapan Brook

Mileposts: EB 17.7-21.9; WB 17.7-20.7 **DBNUM:** 12425

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



Counties:

Middlesex Monmouth

Municipalities:

Monroe Twp Millstone Twp Manalapan Twp

NJDOT CIS Category:

Road Assets

RCIS Category:

Road Preservation

Sponsor:

NJDOT

Air Quality Code:

S10 (Exempt)

Est. Total Project Cost:

(Million) \$12.372

FY 2018 - 2021 TIP Cost: (Million) \$9.243

PHASE	SOURCE	2018	2019	2020	2021
CON	NHPP	\$9.243			
		\$9.243			

2022-2027

Transportation Improvement Program Fiscal Years 2018 - 2021

Name: Route 33, Bridge over Millstone River

Mileposts: 19.8 **DBNUM:** 14422

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



Counties:

Monmouth

Municipalities:

Millstone Twp

NJDOT CIS Category:

Bridge Assets

RCIS Category:

Bridges

Sponsor:

NJDOT

Air Quality Code:

S19 (Exempt)

Est. Total Project Cost:

(Million) \$5.850

FY 2018 - 2021 TIP Cost: (Million) \$1.500

PHASE	SOURCE	2018	2019	2020	2021
PE	STATE	\$.500			
DES	STATE		\$1.000		
CON	NHPP				
		\$.500	\$1.000		

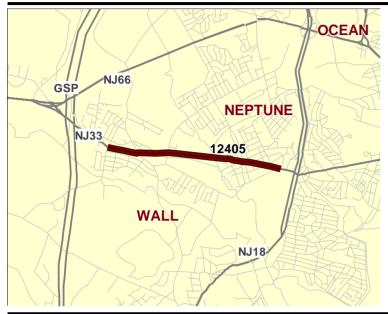
2022-2027
\$4.350
\$4.350

Transportation Improvement Program Fiscal Years 2018 - 2021

Name: Route 33, School House Road to Fortunato Place

Mileposts: 37.9 - 39.9 DBNUM: 12405

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



Counties:

Monmouth

Municipalities:

Neptune Twp

NJDOT CIS Category:

Road Assets

RCIS Category:

Road Preservation

Sponsor:

NJDOT

Air Quality Code:

S10 (Exempt)

Est. Total Project Cost:

(Million) \$5.204

FY 2018 - 2021 TIP Cost: (Million) \$4.662

PHASE	SOURCE	2018	2019	2020	2021
CON	STATE	\$4.662			
		\$4.662			

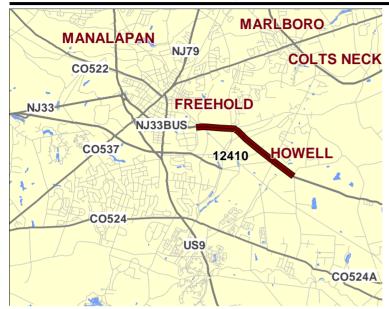
2022-2027

Transportation Improvement Program Fiscal Years 2018 - 2021

Name: Route 33B, Kondrup Way to Fairfield Rd

Mileposts: 3.99-6.89 DBNUM: 12410

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



Counties:

Monmouth

Municipalities:

Freehold Twp Howell Twp

NJDOT CIS Category:

Road Assets

RCIS Category:

Road Preservation

Sponsor:

NJDOT

Air Quality Code:

S10 (Exempt)

Est. Total Project Cost:

(Million) \$5.200

FY 2018 - 2021 TIP Cost: (Million) \$5.200

PHASE	SOURCE	2018	2019	2020	2021
CON	STATE	\$5.200			
		\$5.200			

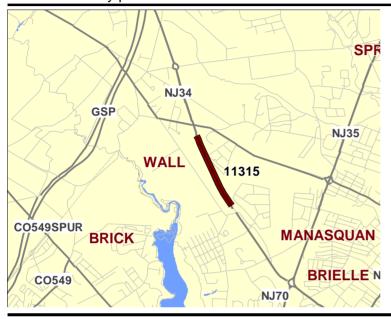
2022-2027

Transportation Improvement Program Fiscal Years 2018 - 2021

Name: Route 34, Bridge over former Freehold and Jamesburg Railroad

Mileposts: 1.43-1.85 DBNUM: 11315

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.



Counties:

Monmouth

Municipalities:

Wall Twp

NJDOT CIS Category:

Bridge Assets

RCIS Category:

Bridges

Sponsor:

NJDOT

Air Quality Code:

S19 (Exempt)

Est. Total Project Cost:

(Million) \$11.579

FY 2018 - 2021 TIP Cost: (Million) \$9.243

PHASE	SOURCE	2018	2019	2020	2021
CON	NHPP	\$9.243			
		\$9.243			

2022-2027

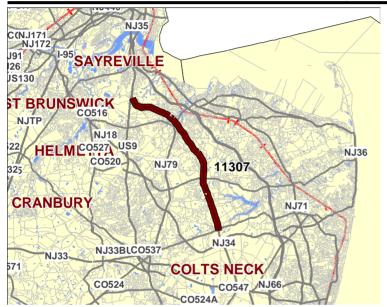
Transportation Improvement Program Fiscal Years 2018 - 2021

Name: Route 34, CR 537 to Washington Ave., Pavement

Mileposts: 13.2 - 26.79 **DBNUM:** 11307

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

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



Counties:

Monmouth

Municipalities:

Deal Boro Interlaken Boro Aberdeen Twp

NJDOT CIS Category:

Road Assets

RCIS Category:

Road Preservation

Sponsor:

NJDOT

Air Quality Code:

S10 (Exempt)

Est. Total Project Cost:

Unconstrained Information Year

(Million) \$90.839

FY 2018 - 2021 TIP Cost: (Million) \$8.000

	1 1 2010 - 2021 11	1 0031. (iviiiiioiij ψ	0.000	
PHASE	SOURCE	2018	2019	2020	2021
PE	STATE	\$2.000			
DES	STATE				\$6.000
ROW	NHPP				
CON	NHPP				
		\$2.000			\$6.000

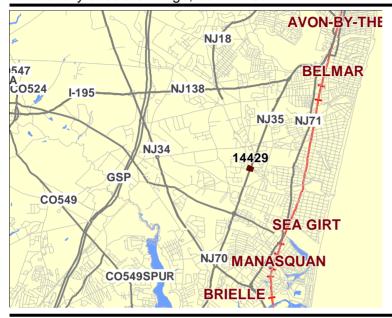
2022-2027
\$1.000
\$90.000
\$91.000

Transportation Improvement Program Fiscal Years 2018 - 2021

Name: Route 35, Bridge over North Branch of Wreck Pond

Mileposts: 18.2 **DBNUM:** 14429

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



Counties:

Monmouth

Municipalities:

Wall Twp

NJDOT CIS Category:

Bridge Assets

RCIS Category:

Bridges

Sponsor:

NJDOT

Air Quality Code:

S19 (Exempt)

Est. Total Project Cost:

(Million) \$4.665

FY 2018 - 2021 TIP Cost: (Million) \$0.930

PHASE	SOURCE	2018	2019	2020	2021
DES	STATE		\$.650		
ROW	STATE				\$.280
CON	NHPP				
			\$.650		\$.280

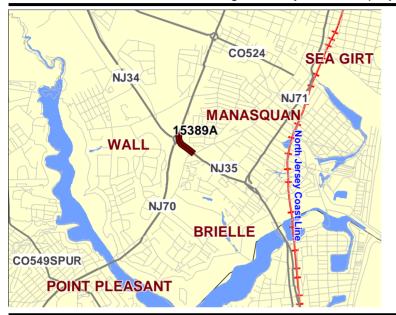
2022-2027
\$2.817
\$2.817

Transportation Improvement Program Fiscal Years 2018 - 2021

Name: Route 35, Old Bridge Road to Route 34 & Route 70

Mileposts: 15.77-16.1 **DBNUM:** 15389A

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



Counties:

Monmouth

Municipalities:

Wall Twp

NJDOT CIS Category:

Road Assets

RCIS Category:

Road Preservation

Sponsor:

NJDOT

Air Quality Code:

S10 (Exempt)

Est. Total Project Cost:

(Million) \$11.500

FY 2018 - 2021 TIP Cost: (Million) \$11.500

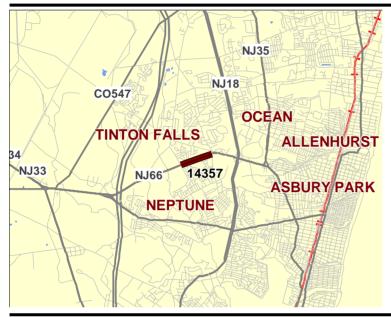
PHASE	SOURCE	2018	2019	2020	2021
DES	STATE	\$1.300			
ROW	STATE		\$1.000		
CON	NHPP				\$9.200
		\$1.300	\$1.000		\$9.200

Transportation Improvement Program Fiscal Years 2018 - 2021

Name: Route 66, Jumping Brook Road to Bowne Road/Wayside Road

Mileposts: 0.74-2.62 **DBNUM:** 14357

Identified by the Pavement, Congestion, and Safety Management Systems, this project will address pavement deficiencies, and improve traffic operations and safety, within the project limits. The roadway will be widened to establish two lanes in each direction, with construction of a grass median, to be consistent with the rest of the Rt. 66 Corridor.



Counties:

Monmouth

Municipalities:

Neptune Twp

NJDOT CIS Category:

Safety Management

RCIS Category:

Road Preservation

Sponsor:

NJDOT

Air Quality Code:

2025M (Non-Exempt)

Est. Total Project Cost:

(Million) \$18.348

FY 2018 - 2021 TIP Cost: (Million) \$18.300

PHASE	SOURCE	2018	2019	2020	2021
DES	STATE	\$1.500			
ROW	STATE		\$1.500		
CON	HSIP			\$15.300	
		\$1.500	\$1.500	\$15.300	

2022-2027

Transportation Improvement Program Fiscal Years 2018 - 2021

Name: Route 71, Bridge over NJ Transit (NJCL)

Mileposts: 11.59 **DBNUM:** 15449

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



Counties:

Monmouth

Municipalities:

Deal

NJDOT CIS Category:

Bridge Assets

RCIS Category:

Bridges

Sponsor:

NJDOT

Air Quality Code:

O10a (Exempt)

Est. Total Project Cost:

(Million) \$31.000

FY 2018 - 2021 TIP Cost: (Million) \$2.000

		'	, ,		
PHASE	SOURCE	2018	2019	2020	2021
PE	STATE		\$1.000		
DES	STATE				\$1.000
ROW	STBGP				
CON	STBGP				
	-		\$1.000		\$1.000

2022-2027
\$.500
\$28.000
\$28.500

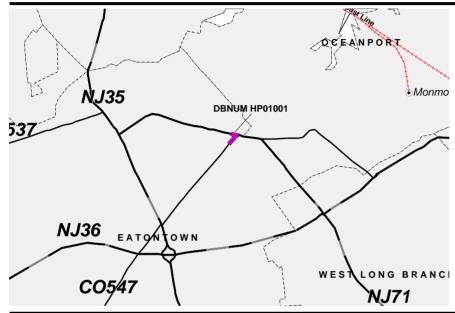
Transportation Improvement Program Fiscal Years 2018 - 2021

Name: Route 71, Wyckoff Road, CR 547

Mileposts: 15.62 - 15.84 **DBNUM:** HP01001

This project will provide intersection improvements at the intersection of Route 71 and Wycoff Road. Improvements will include widening of Route 71 and the addition of a traffic signal. The outside lanes of the roadway will be made bicycle compatible, and sidewalks will be reconstructed.

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



Counties:

Monmouth

Municipalities:

Eatontown Boro

NJDOT CIS Category:

Congestion Relief

RCIS Category:

Road Enhancement

Sponsor:

NJDOT

Air Quality Code:

NR3 (Exempt)

Est. Total Project Cost:

(Million) \$4.996

FY 2018 - 2021 TIP Cost: (Million) \$4.500

	- 112010 2021 11	. 000. (<u></u>	-11000	_
PHASE	SOURCE	2018	2019	2020	2021
DES	STATE	\$.400			
ROW	STATE		\$.600		
CON	STATE				\$3.500
		\$.400	\$.600		\$3.500

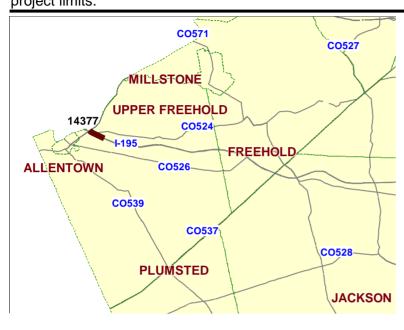
2022-2027

Transportation Improvement Program Fiscal Years 2018 - 2021

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

Mileposts: 0.0 - 9.25 **DBNUM:** 14377

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



Counties:

Mercer Monmouth

Municipalities:

Hamilton Twp Robbinsville Twp Upper Freehold Twp

NJDOT CIS Category:

Road Assets

RCIS Category:

Road Preservation

Sponsor:

NJDOT

Air Quality Code:

S10 (Exempt)

Est. Total Project Cost:

(Million) \$11.700

FY 2018 - 2021 TIP Cost: (Million) \$0.830

PHASE	SOURCE	2018	2019	2020	2021
CON	NHPP		\$.830		
			\$.830		

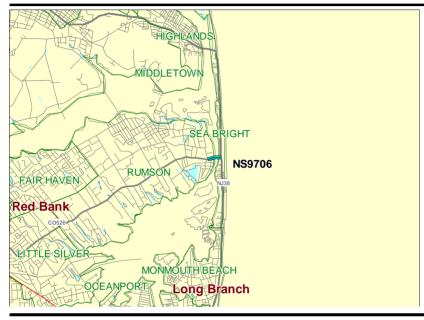
2022-2027

Transportation Improvement Program Fiscal Years 2018 - 2021

Name: Rumson Road over the Shrewsbury River, CR 520

Mileposts: 22.31 DBNUM: NS9706

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



Counties:

Monmouth

Municipalities:

Rumson Boro Sea Bright Boro

NJDOT CIS Category:

Local System Support

RCIS Category:

Bridges

Sponsor:

Monmouth County

Air Quality Code:

O10a (Exempt)

Est. Total Project Cost:

(Million) \$77.627

FY 2018 - 2021 TIP Cost: (Million) \$64.000

 PHASE
 SOURCE
 2018
 2019
 2020
 2021

 ROW
 * STATE-NJTPA
 \$4.000
 \$60.000

 CON
 * STATE-NJTPA
 \$60.000

Unconstrai	ned
Information	Year

2022-2027

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

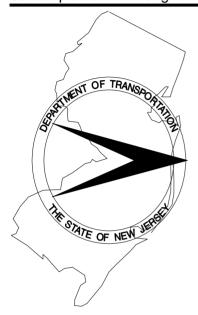
M O R R I S

Transportation Improvement Program Fiscal Years 2018 - 2021

Name: ADA North, Contract 1

Mileposts: N/A DBNUM: 15411

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



Counties:

Warren Morris

Municipalities:

Knowlton Twp Mt Olive Twp

Netcong Boro

NJDOT CIS Category:

Multimodal Programs

RCIS Category:

Bike/Ped

Sponsor:

NJDOT

Air Quality Code:

AQ2 (Exempt)

Est. Total Project Cost:

(Million) \$8.466

FY 2018 - 2021 TIP Cost: (Million) \$6.000

		\	, .		
PHASE	SOURCE	2018	2019	2020	2021
CON	STBGP		\$6.000		
			\$6.000		

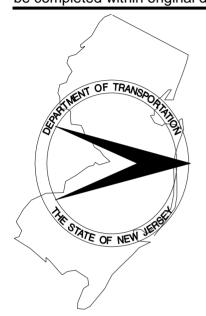
2022-2027

Transportation Improvement Program Fiscal Years 2018 - 2021

Name: ADA North, Contract 2

Mileposts: N/A DBNUM: 15412

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



Counties:

Sussex Morris

Municipalities:

Various

NJDOT CIS Category:

Multimodal Programs

RCIS Category:

Bike/Ped

Sponsor:

NJDOT

Air Quality Code:

AQ2 (Exempt)

Est. Total Project Cost:

(Million) \$3.772

FY 2018 - 2021 TIP Cost: (Million) \$1.096

PHASE	SOURCE	2018	2019	2020	2021
CON	STATE			\$1.096	
-				\$1.096	

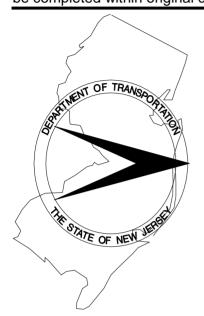
2022-2027

Transportation Improvement Program Fiscal Years 2018 - 2021

Name: ADA North, Contract 4

Mileposts: 11.0-18.91 DBNUM: 15414

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



Counties:

Morris Essex

Municipalities:

Various

NJDOT CIS Category:

Multimodal Programs

RCIS Category:

Bike/Ped

Sponsor:

NJDOT

Air Quality Code:

AQ2 (Exempt)

Est. Total Project Cost:

(Million) \$5.176

FY 2018 - 2021 TIP Cost: (Million) \$5.100

PHASE	SOURCE	2018	2019	2020	2021
CON	STATE			\$5.100	
				\$5.100	

2022-2027

Transportation Improvement Program Fiscal Years 2018 - 2021

Name: Landing Road Bridge Over Morristown Line, CR 631

Mileposts: 1.37 DBNUM: NS9708

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



Counties:

Morris

Municipalities:

Roxbury Twp

NJDOT CIS Category:

Local System Support

RCIS Category:

Bridges

Sponsor:

Morris County

Air Quality Code:

S19 (Exempt)

Est. Total Project Cost:

(Million) \$8.888

FY 2018 - 2021 TIP Cost: (Million) \$7.575

PHASE SOURCE 2018 2019 2020 2021

ROW * STATE-NJTPA \$1.000

CON * STATE-NJTPA \$1.000 \$6.575

	Unconstrai	ned
	Information	Yea
ı		

2022-2027

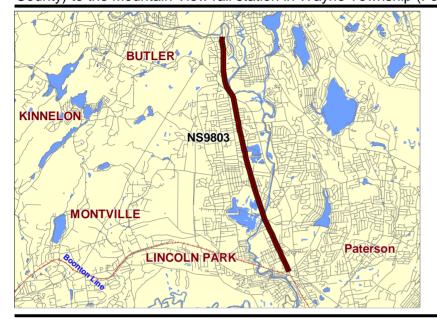
^{*} Note: Funding is programmed in DB# N063 (NJTPA, Future Projects) for the Local Lead TTF program.

Transportation Improvement Program Fiscal Years 2018 - 2021

Name: NY Susquehanna and Western Rail Line Bicycle/Pedestrian Path

Mileposts: N/A DBNUM: NS9803

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



Counties:

Morris Passaic

Municipalities:

Pequannock Twp Wayne Twp

NJDOT CIS Category:

Safety Management

RCIS Category:

Bike/Ped

Sponsor:

Morris County

Air Quality Code:

AQ2 (Exempt)

Est. Total Project Cost:

(Million) \$13.923

FY 2018 - 2021 TIP Cost: (Million) \$12.000

			, .		
PHASE	SOURCE	2018	2019	2020	2021
ROW	* STATE-NJTPA	\$5.000			
CON	STBGP-NJ		\$7.000		
		\$5.000	\$7.000		

Unconstrai	ned
Information	Year

2022-2027

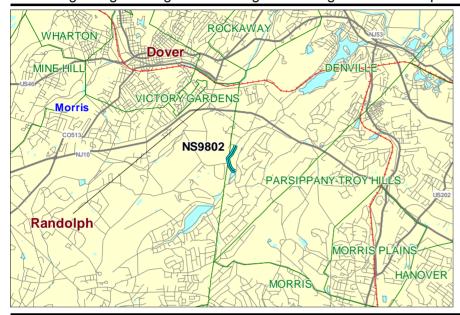
^{*} Note: Funding is programmed in DB# N063 (NJTPA, Future Projects) for the Local Lead TTF program.

Transportation Improvement Program Fiscal Years 2018 - 2021

Name: Openaki Road Bridge

Mileposts: N/A DBNUM: NS9802

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



Counties:

Morris

Municipalities:

Denville Twp

NJDOT CIS Category:

Local System Support

RCIS Category:

Bridges

Sponsor:

Morris County

Air Quality Code:

S19 (Exempt)

Est. Total Project Cost:

(Million) \$7.736

FY 2018 - 2021 TIP Cost: (Million) \$7.500

PHASE	SOURCE	2018	2019	2020	2021
DES	* STATE-NJTPA	\$1.000			
ROW	* STATE-NJTPA		\$.500		
CON	* STATE-NJTPA			\$6.000	
		\$1.000	\$.500	\$6.000	

2022-2027	

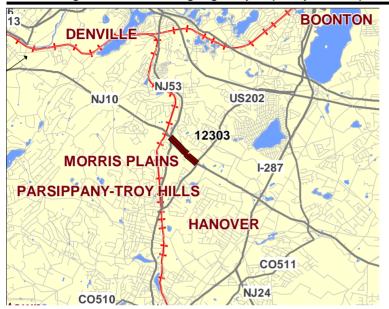
^{*} Note: Funding is programmed in DB# N063 (NJTPA, Future Projects) for the Local Lead TTF program.

Transportation Improvement Program Fiscal Years 2018 - 2021

Name: Route 10, EB widening from Route 202 to Route 53

Mileposts: 10.7-11.3 DBNUM: 12303

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



Counties:

Morris

Municipalities:Morris Plains Boro

NJDOT CIS Category:

Congestion Relief

RCIS Category:

Road Expansion

Sponsor:

Air Quality Code:

O10a (Exempt)

Est. Total Project Cost:

(Million) \$10.250

FY 2018 - 2021 TIP Cost: (Million) \$1.750

PHASE	SOURCE	2018	2019	2020	2021
PE	STATE	\$.750			
DES	STATE		\$1.000		
ROW	NHPP				
CON	NHPP				
		\$.750	\$1.000		

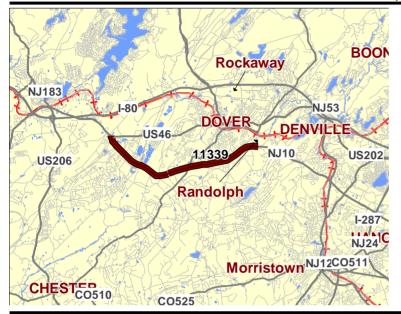
2022-2027
\$4.000
\$4.500
\$8.500

Transportation Improvement Program Fiscal Years 2018 - 2021

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

Mileposts: 0.93 - 7.20 DBNUM: 11339

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



Counties:

Morris

Municipalities:

Roxbury Twp Randolph Twp

NJDOT CIS Category:

Road Assets

RCIS Category:

Road Preservation

Sponsor:

NJDOT

Air Quality Code:

S10, S4 (Exempt)

Est. Total Project Cost:

(Million) \$23.914

FY 2018 - 2021 TIP Cost: (Million) \$19.300

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PHASE	SOURCE	2018	2019	2020	2021
DES	STATE	\$1.500			
ROW	STATE		\$1.000		
CON	NHPP			\$16.800	
		\$1.500	\$1.000	\$16.800	

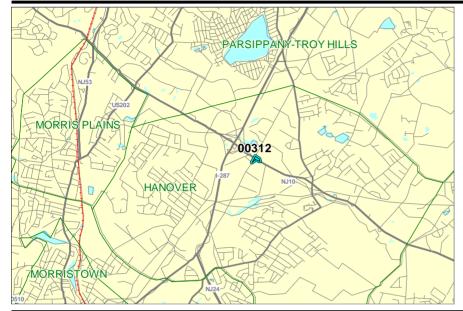
2022-2027

Transportation Improvement Program Fiscal Years 2018 - 2021

Name: Route 10, Jefferson Road

Mileposts: 13.28 **DBNUM:** 00312

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



Counties:

Morris

Municipalities:

Hanover Twp

NJDOT CIS Category:

Congestion Relief

RCIS Category:

Road Enhancement

Sponsor:

NJDOT

Air Quality Code:

NR1 (Exempt)

Est. Total Project Cost:

(Million) \$11.250

FY 2018 - 2021 TIP Cost: (Million) \$2.250

		•			
PHASE	SOURCE	2018	2019	2020	2021
PE	STATE	\$.900			
DES	STATE			\$1.350	
ROW	NHPP				
CON	NHPP				
		\$.900		\$1.350	

2022-2027
\$3.500
\$5.500
\$9.000

Transportation Improvement Program Fiscal Years 2018 - 2021

Name: Route 10, WB Rt 287 to Jefferson Rd

Mileposts: 12.79-13.19 **DBNUM:** 12436

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

DENVILLE

US202

12436

MORRIS PLAINS

EAST HANOVER

NJ10

CO511

NJ124

CO510

LIVINGSTON

Counties:

Morris

Municipalities:

Hanover Twp

NJDOT CIS Category:

Road Assets

RCIS Category:

Road Preservation

Sponsor:

NJDOT

Air Quality Code:

S10 (Exempt)

Est. Total Project Cost:

(Million) \$5.859

FY 2018 - 2021 TIP Cost: (Million) \$3.510

PHASE	SOURCE	2018	2019	2020	2021
CON	STATE		\$3.510		
			\$3.510		

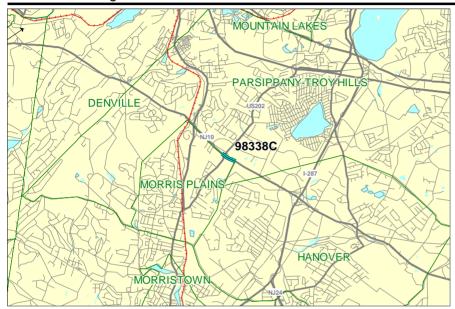
2022-2027

Transportation Improvement Program Fiscal Years 2018 - 2021

Name: Route 10/202, NJ 53 to Johnson Road, Operational Improvements

Mileposts: 10.66 - 11.67 DBNUM: 98338C

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



Counties:

Morris

Municipalities:

Parsippany-Troy Hills Twp Hanover Twp

NJDOT CIS Category:

Congestion Relief

RCIS Category:

Road Enhancement

Sponsor:

NJDOT

Air Quality Code:

2025NM (Non-Exempt)

Est. Total Project Cost:

(Million) \$22.300

FY 2018 - 2021 TIP Cost: (Million) \$6.900

_	_		<u>'</u> '.	_	_
PHASE	SOURCE	2018	2019	2020	2021
PE	STATE	\$1.000			
DES	STATE		\$1.400		
ROW	STATE			\$4.500	
CON	NHPP				
		\$1.000	\$1.400	\$4.500	

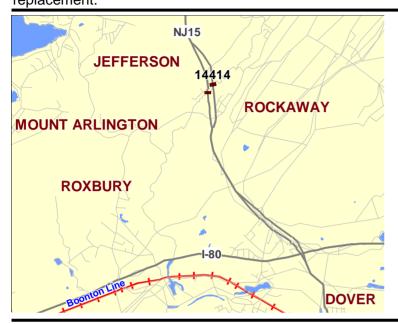
2022-2027
\$15.400
\$15.400

Transportation Improvement Program Fiscal Years 2018 - 2021

Name: Route 15 SB, Bridge over Rockaway River

Mileposts: 4.2 DBNUM: 14414

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



Counties:

Morris

Municipalities:

Jefferson Twp

NJDOT CIS Category:

Bridge Assets

RCIS Category:

Bridges

Sponsor:

NJDOT

Air Quality Code:

S19 (Exempt)

Est. Total Project Cost:

(Million) \$9.709

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

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PHASE	SOURCE	2018	2019	2020	2021
PE	STATE	\$.860			
DES	STATE		\$1.050		
ROW	NHPP				
CON	NHPP				
		\$.860	\$1.050		

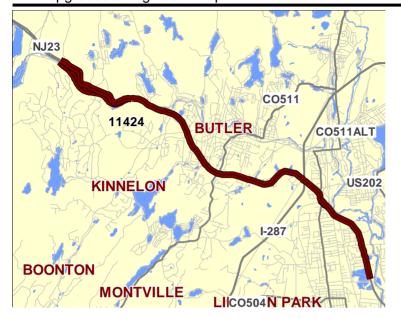
2022-2027
\$.879
\$6.920
\$7.799

# **Transportation Improvement Program Fiscal Years 2018 - 2021**

Name: Route 23, Alexander Road to Maple Lake Road

Mileposts: 10.2 - 16.8 DBNUM: 11424

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



#### Counties:

Morris

#### Municipalities:

Pequannock Twp Riverdale Boro Kinnelon Boro Butler Boro

### **NJDOT CIS Category:**

**Road Assets** 

### **RCIS Category:**

Road Preservation

#### Sponsor:

**NJDOT** 

### Air Quality Code:

S10 (Exempt)

### **Est. Total Project Cost:**

(Million) \$13.062

FY 2018 - 2021 TIP Cost: (Million) \$11.683

PHASE	SOURCE	2018	2019	2020	2021
CON	NHPP	\$11.683			
		\$11.683			

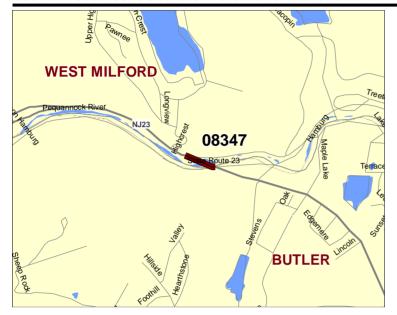
2022-2027

# **Transportation Improvement Program Fiscal Years 2018 - 2021**

Name: Route 23, Bridge over Pequannock River / Hamburg Turnpike

Mileposts: 16.88 DBNUM: 08347

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



#### Counties:

Morris Passaic

### **Municipalities:**

Kinnelon Boro West Milford

Twp

### **NJDOT CIS Category:**

**Bridge Assets** 

## **RCIS Category:**

Bridges

### **Sponsor:**

NJDOT

### Air Quality Code:

S19 (Exempt)

## **Est. Total Project Cost:**

(Million) \$50.347

FY 2018 - 2021 TIP Cost: (Million) \$7.900

PHASE	SOURCE	2018	2019	2020	2021
DES	STATE		\$3.000		
ROW	STATE			\$4.900	
CON	NHPP				
			\$3.000	\$4.900	

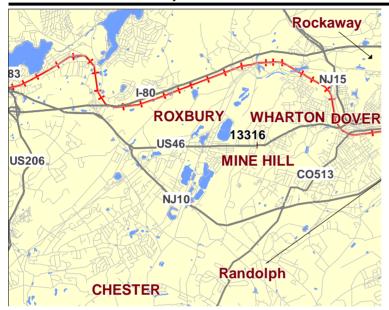
2022-2027
\$46.700
\$46.700

# **Transportation Improvement Program Fiscal Years 2018 - 2021**

Name: Route 46, Canfield Avenue

**Mileposts:** 35.91 **DBNUM:** 13316

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

**NJDOT CIS Category:** 

Multimodal Programs

**RCIS Category:** 

Road Enhancement

Sponsor:

**NJDOT** 

Air Quality Code:

NR1, AQ2 (Exempt)

**Est. Total Project Cost:** 

(Million) \$6.523

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

PHASE	SOURCE	2018	2019	2020	2021
PE	STATE	\$.500			
DES	STBGP				
ROW	STBGP				
CON	STBGP				
		\$.500			

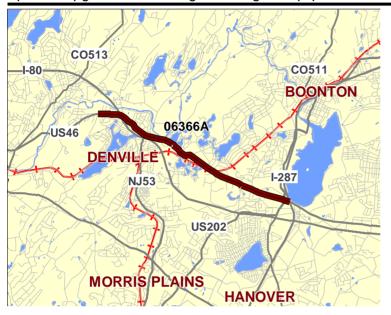
2022-2027
\$.200
\$1.000
\$4.630
\$5.830

# **Transportation Improvement Program Fiscal Years 2018 - 2021**

Name: Route 46, Main Street/Woodstone Road (CR 644) to Route 287, ITS

Mileposts: 41.87 - 46.47 DBNUM: 06366A

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



#### Counties:

Morris

## Municipalities:

Rockaway Boro Denville Twp Mountain Lakes Boro Parsippany-Troy Hills Twp

## **NJDOT CIS Category:**

Congestion Relief

### **RCIS Category:**

ITS

#### Sponsor:

**NJDOT** 

#### **Air Quality Code:**

NR2, O7 (Exempt)

### **Est. Total Project Cost:**

(Million) \$5.600

FY 2018 - 2021 TIP Cost: (Million) \$5.900

PHASE	SOURCE	2018	2019	2020	2021
CON	NHPP		\$5.900		
			\$5.900		

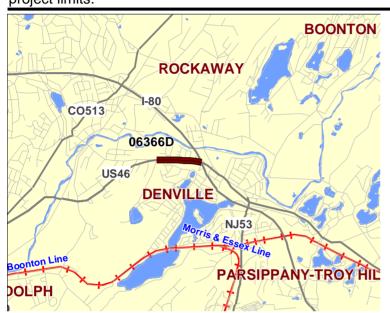
	2022-2027
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# **Transportation Improvement Program Fiscal Years 2018 - 2021**

Name: Route 46, Main Street/Woodstone Road (CR 644) to Route 80

**Mileposts:** 41.87 - 42.29 **DBNUM:** 06366D

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



Counties:

Morris

Municipalities:

Denville Twp

**NJDOT CIS Category:** 

Congestion Relief

**RCIS Category:** 

Road Enhancement

Sponsor:

NJDOT

Air Quality Code:

S7 (Exempt)

**Est. Total Project Cost:** 

(Million) \$10.500

FY 2018 - 2021 TIP Cost: (Million) \$2.300

			····· +		
PHASE	SOURCE	2018	2019	2020	2021
PE	STATE	\$1.000			
DES	STATE		\$1.300		
ROW	NHPP				
CON	NHPP				
		\$1.000	\$1.300		

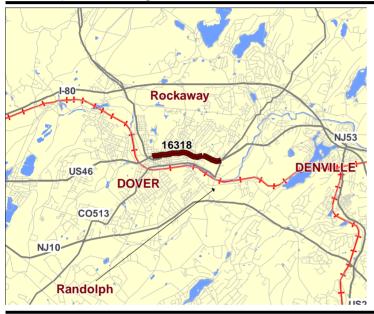
2022-2027
\$.700
\$7.500
\$8.200

# **Transportation Improvement Program Fiscal Years 2018 - 2021**

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

Mileposts: 38.26-39.85 DBNUM: 16318

Some signalized intersections within the proposed project segment have had revisions implemented over the past few years, each signalized intersection has to be evaluated and, if required, revised in the proposed Road Diet design. The following work, to be included but not limited, is as follows: signalized intersections should have the appropriate number/type of traffic signal heads at the appropriate locations, each intersection should be ADA compliant, backplates with retro reflective borders should be added to the traffic signal heads, all 8" traffic signal heads should be changed to 12" and pedestrian signal heads should be countdowns.



#### Counties:

Morris

### Municipalities:

Dover Twp Rockaway Twp

## **NJDOT CIS Category:**

Safety Management

### **RCIS Category:**

Safety

## Sponsor:

**NJDOT** 

### **Air Quality Code:**

NR2, AQ2 (Exempt)

#### **Est. Total Project Cost:**

(Million) \$4.550

FY 2018 - 2021 TIP Cost: (Million) \$1.500

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PHASE	SOURCE	2018	2019	2020	2021
PE	STATE		\$.600		
DES	HSIP				\$.900
ROW	HSIP				
CON	HSIP				
			\$.600		\$.900

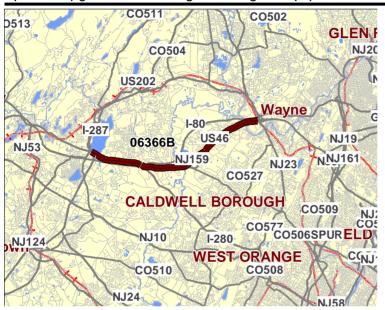
2022-2027
\$.200
\$2.850
\$3.050

# **Transportation Improvement Program Fiscal Years 2018 - 2021**

Name: Route 46, Route 287 to Route 23 (Pompton Avenue), ITS

**Mileposts:** 46.47 - 55.98 **DBNUM:** 06366B

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



#### Counties:

Morris Essex Passaic

### Municipalities:

Parsippany-Troy Hills Twp Montville Twp Fairfield Boro Wayne Twp

#### **NJDOT CIS Category:**

Congestion Relief

### **RCIS Category:**

ITS

#### Sponsor:

**NJDOT** 

## Air Quality Code:

NR2, O7 (Exempt)

### **Est. Total Project Cost:**

(Million) \$5.600

FY 2018 - 2021 TIP Cost: (Million) \$5.900

PHASE	SOURCE	2018	2019	2020	2021
CON	NHPP		\$5.900		
			\$5.900		

2022-2027

# **Transportation Improvement Program Fiscal Years 2018 - 2021**

Name: Route 46, Stiger St to Sand Shore Rd/Naughright Road

**Mileposts:** 21.0-24.6 **DBNUM:** 15387

Initiated from the Pavement Management System, this project will include; resurfacing, ADA compliance, and signal upgrades within the project limits.



#### Counties:

Morris Warren

#### Municipalities:

Hackettstown Town Mount Olive Twp Washington Twp

### **NJDOT CIS Category:**

**Road Assets** 

### **RCIS Category:**

Road Preservation

#### Sponsor:

**NJDOT** 

### Air Quality Code:

S19 (Exempt)

### **Est. Total Project Cost:**

(Million) \$5.400

FY 2018 - 2021 TIP Cost: (Million) \$4.600

PHASE	SOURCE	2018	2019	2020	2021
CON	STATE	\$4.600			
		\$4.600			

2022-2027

# **Transportation Improvement Program Fiscal Years 2018 - 2021**

Name: Route 53, Pondview Road to Hall Avenue

Mileposts: 1.9-4.5 DBNUM: 12424

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



#### Counties:

Morris

### Municipalities:

Parsippany-Troy Hills Twp Denville Twp

#### **NJDOT CIS Category:**

**Road Assets** 

### **RCIS Category:**

**Road Preservation** 

### Sponsor:

**NJDOT** 

#### Air Quality Code:

S10, AQ2, NR1, NR2 (Exempt)

### **Est. Total Project Cost:**

(Million) \$5.025

FY 2018 - 2021 TIP Cost: (Million) \$1.300

PHASE	SOURCE	2018	2019	2020	2021
DES	STATE		\$.750		
ROW	STATE				\$.550
CON	NHPP				
			\$.750		\$.550

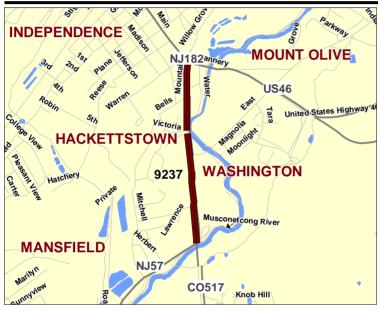
2022-2027
\$3.225
\$3.225

# **Transportation Improvement Program Fiscal Years 2018 - 2021**

Name: Route 57/182/46, Hackettstown Mobility Improvements

**Mileposts:** 0 - 0.96 **DBNUM:** 9237

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



#### Counties:

Warren Morris

#### Municipalities:

Hackettstown Town Washington Twp

### **NJDOT CIS Category:**

Congestion Relief

#### **RCIS Category:**

Road Enhancement

## Sponsor:

**NJDOT** 

#### Air Quality Code:

AQ2, NR1, NR2 (Exempt)

### **Est. Total Project Cost:**

(Million) \$3.103

FY 2018 - 2021 TIP Cost: (Million) \$3.103

	F1 2016 - 2021 1	ir Cost. (	(IVIIIIOII) \$	3.103		
PHASE	SOURCE	2018	2019	2020	2021	2
DES	STATE	\$.600				
ROW	STATE	\$.450				
CON	CMAQ		\$2.053			
		\$1.050	\$2.053			

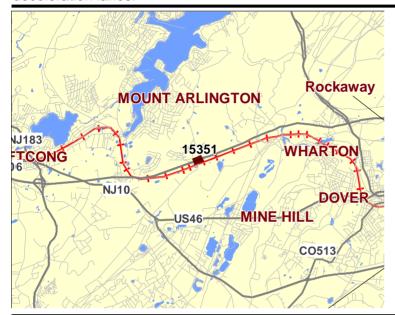
2022-2027

# **Transportation Improvement Program Fiscal Years 2018 - 2021**

Name: Route 80, Bridges over Howard Boulevard (CR 615)

**Mileposts:** 30.61 **DBNUM:** 15351

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.



**PHASE** 

PE

**DES** 

CON

NHPP

Counties:

Morris

Municipalities:

Mount Arlington Boro

**NJDOT CIS Category:** 

**Bridge Assets** 

**RCIS Category:** 

**Bridges** 

Sponsor:

**NJDOT** 

Air Quality Code:

S19, NR3 (Exempt)

Est. Total Project Cost:

Unconstrained Information Year

(Million) \$34.350

FY 2018 - 2021 TIP Cost: (Million) \$3.850

\$1.500

 SOURCE
 2018
 2019
 2020
 2021

 STATE
 \$1.500
 \$2.350

\$2.350

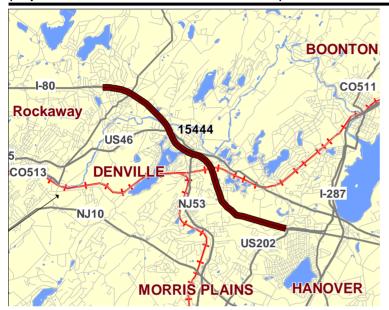
\$30.500 \$30.500

# **Transportation Improvement Program Fiscal Years 2018 - 2021**

Name: Route 80, Rockfall Mitigation, Rockaway, Denville, Par-Troy

Mileposts: 37.0-42.0 DBNUM: 15444

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



#### Counties:

Morris

### **Municipalities:**

Rockaway Twp Denville Twp Parsippany-Troy Hills Twp

### **NJDOT CIS Category:**

Safety Management

## **RCIS Category:**

Safety

#### Sponsor:

**NJDOT** 

### **Air Quality Code:**

S2 (Exempt)

## **Est. Total Project Cost:**

(Million) \$3.250

FY 2018 - 2021 TIP Cost: (Million) \$3.250

SOURCE 2018 2019 2020 2021 NHPP \$3.250 \$3.250

Unconstrai	ned
Information	Yea

2022-2027		

**PHASE** 

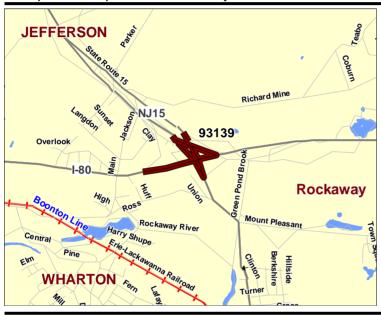
CON

# **Transportation Improvement Program Fiscal Years 2018 - 2021**

Name: Route 80, Route 15 Interchange

**Mileposts:** Rt 80: 33.30 - 34.02, Rt 15: 1.61 - 2.80 **DBNUM:** 93139

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



#### Counties:

Morris

#### Municipalities:

Wharton Boro Rockaway Twp

### **NJDOT CIS Category:**

Congestion Relief

### **RCIS Category:**

Road Enhancement

## Sponsor:

**NJDOT** 

### **Air Quality Code:**

NR3 (Exempt)

### **Est. Total Project Cost:**

(Million) \$70.234

FY 2018 - 2021 TIP Cost: (Million) \$7.000

PHASE	SOURCE	2018	2019	2020	2021
DES	STATE			\$6.000	
ROW	STATE				\$1.000
CON	NHPP				
				\$6.000	\$1.000

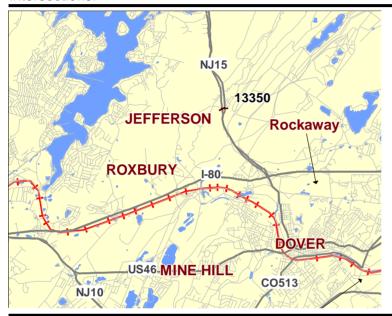
2022-2027
\$56.500
\$56.500

# **Transportation Improvement Program Fiscal Years 2018 - 2021**

Name: Route 15 and Berkshire Valley Road (CR 699)

Mileposts: 3.91 - 3.91 DBNUM: 13350

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



Counties:

Morris

**Municipalities:**Jefferson Twp

**NJDOT CIS Category:** 

Congestion Relief

**RCIS Category:** 

Road Enhancement

Sponsor:

**NJDOT** 

Air Quality Code:

NR1. NR2 (Exempt)

**Est. Total Project Cost:** 

(Million) \$4.363

FY 2018 - 2021 TIP Cost: (Million) \$3.971

PHASE	SOURCE	2018	2019	2020	2021
DES	STATE	\$.950			
ROW	STATE		\$.424		
CON	HSIP			\$2.597	
		\$.950	\$.424	\$2.597	

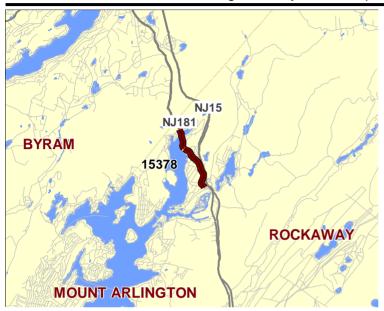
2022-2027

# **Transportation Improvement Program Fiscal Years 2018 - 2021**

Name: Route 181, Espanog Road to Prospect Point Road

Mileposts: 0.0-1.52 DBNUM: 15378

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



Counties:

Morris

**Municipalities:**Jefferson Twp

**NJDOT CIS Category:** 

**Road Assets** 

RCIS Category:

Road Preservation

**Sponsor:** NJDOT

Air Quality Code:

S19 (Exempt)

Est. Total Project Cost:

(Million) \$2.575

FY 2018 - 2021 TIP Cost: (Million) \$1.600

PHASE	SOURCE	2018	2019	2020	2021
CON	STATE	\$1.600			
		\$1.600			

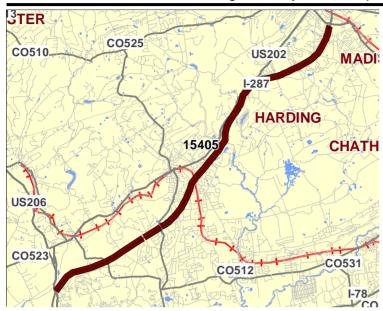
2022-2027		

# **Transportation Improvement Program Fiscal Years 2018 - 2021**

Name: Route 287 NB, Route 202/206 to South Street (CR 601)

Mileposts: 23.0-35.57 DBNUM: 15405

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



#### Counties:

Somerset Morris

#### **Municipalities:**

Bedminster Twp Far Hills Boro Harding Twp Morris Twp

# **NJDOT CIS Category:**

**Road Assets** 

## **RCIS Category:**

Road Preservation

# Sponsor:

NJDOT

## **Air Quality Code:**

S10 (Exempt)

## **Est. Total Project Cost:**

(Million) \$18.068

FY 2018 - 2021 TIP Cost: (Million) \$17.050

PHASE	SOURCE	2018	2019	2020	2021
CON	NHPP	\$17.050			
		\$17.050			

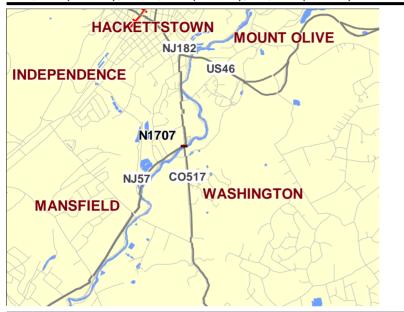
2022-2027			

# **Transportation Improvement Program Fiscal Years 2018 - 2021**

Name: Schooleys Mountain Bridge Rehabilitation

Mileposts: 13.83 DBNUM: N1707

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).



Counties:

Morris

Municipalities: Washington Twp

NJDOT CIS Category: Local System Support

**RCIS Category:** 

**Bridges** 

Sponsor:

Morris County

Air Quality Code:

S19 (Exempt)

**Est. Total Project Cost:** 

(Million) \$1.000

FY 2018 - 2021 TIP Cost: (Million) \$1.000

PHASE	SOURCE	2018	2019	2020	2021
CON	DEMO-R	\$1.000			
		\$1.000			

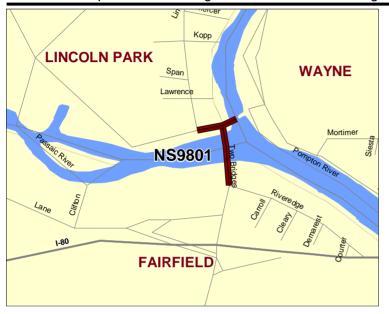
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# **Transportation Improvement Program Fiscal Years 2018 - 2021**

Name: Two Bridges Road Bridge and West Belt Extension

Mileposts: N/A DBNUM: NS9801

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.



#### Counties:

Morris Passaic Essex

## Municipalities:

Lincoln Park Boro Wayne Twp Fairfield Twp

## **NJDOT CIS Category:**

Local System Support

## **RCIS Category:**

**Bridges** 

## Sponsor:

Passaic County

## Air Quality Code:

S19 (Exempt)

## **Est. Total Project Cost:**

(Million) \$28.879

FY 2018 - 2021 TIP Cost: (Million) \$23.200

 SOURCE
 2018
 2019
 2020
 2021

 * STATE-NJTPA
 \$23.200
 \$23.200

Unconstrained Information Year

2022-2027

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

**PHASE** 

CON

# **Transportation Improvement Program Fiscal Years 2018 - 2021**

Name: Waterloo Road over Musconetcong River

Mileposts: N/A DBNUM: NS0107

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.



#### Counties:

Morris Sussex

## Municipalities:

Netcong Boro Stanhope Boro

## **NJDOT CIS Category:**

Local System Support

## **RCIS Category:**

**Bridges** 

## Sponsor:

Morris County

## **Air Quality Code:**

S19 (Exempt)

## **Est. Total Project Cost:**

(Million) \$3.744

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

 PHASE
 SOURCE
 2018
 2019
 2020
 2021

 CON
 * STATE-NJTPA
 \$3.000
 \$3.000
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Unconstrained				
Information Year				

2022-2027			

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

O C E A N

# **Transportation Improvement Program Fiscal Years 2018 - 2021**

Name: ADA Central, Contract 1

Mileposts: N/A DBNUM: 15417

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



Counties:

Monmouth Ocean

**Municipalities:** 

Various

NJDOT CIS Category:

Multimodal Programs

**RCIS Category:** 

Bike/Ped

Sponsor:

NJDOT

Air Quality Code:

AQ2 (Exempt)

**Est. Total Project Cost:** 

(Million) \$26.449

FY 2018 - 2021 TIP Cost: (Million) \$10.500

PHASE	SOURCE	2018	2019	2020	2021
CON	STBGP				\$10.500
					\$10.500

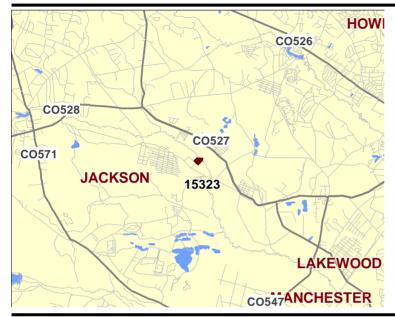
2022-2027
\$10.500
\$10.500

# **Transportation Improvement Program Fiscal Years 2018 - 2021**

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

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

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

**NJDOT CIS Category:** 

**Bridge Assets** 

**RCIS Category:** 

Bridges

Sponsor:

NJDOT

Air Quality Code:

S19 (Exempt)

**Est. Total Project Cost:** 

(Million) \$4.745

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

	11 2010 2021 111 00011 (111111011) \$0.000						
PHASE	SOURCE	2018	2019	2020	2021		
DES	BRIDGE-OFF						
CON	BRIDGE-OFF						

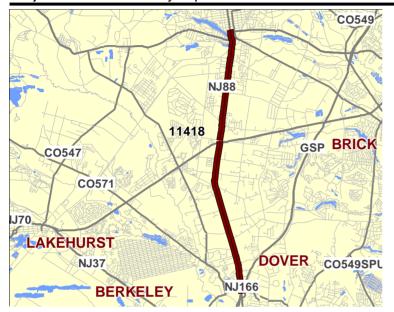
2022-2027				
\$1.100				
\$2.967				
\$4.067				

# **Transportation Improvement Program Fiscal Years 2018 - 2021**

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

**Mileposts:** 94.5 - 101.7 **DBNUM:** 11418

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



#### Counties:

Ocean

## **Municipalities:**

Toms River Twp Lakewood

Twp

## **NJDOT CIS Category:**

**Road Assets** 

## **RCIS Category:**

Road Preservation

## Sponsor:

**NJDOT** 

## Air Quality Code:

S10 (Exempt)

## **Est. Total Project Cost:**

(Million) \$57.200

FY 2018 - 2021 TIP Cost: (Million) \$53.450

Unconstrai	ned
Information	Yea

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PHASE	SOURCE	2018	2019	2020	2021
DES	STATE	\$2.000			
ROW	STATE		\$.750		
CON	NHPP			\$11.700	\$39.000
		\$2.000	\$.750	\$11.700	\$39.000

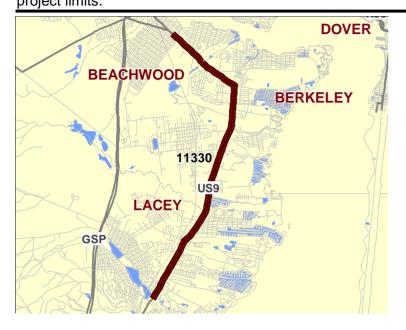
2022-2027

# **Transportation Improvement Program Fiscal Years 2018 - 2021**

Name: Route 9, Jones Rd to Longboat Ave

Mileposts: 81.8 - 89.62 **DBNUM:** 11330

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



#### Counties:

Ocean

## **Municipalities:**

Lacey Twp Berkeley Twp Beachwood Boro Pine Beach Boro

## **NJDOT CIS Category:**

**Road Assets** 

## **RCIS Category:**

Road Preservation

## Sponsor:

NJDOT

## Air Quality Code:

S10 (Exempt)

## **Est. Total Project Cost:**

(Million) \$7.210

FY 2018 - 2021 TIP Cost: (Million) \$7.450

PHASE	SOURCE	2018	2019	2020	2021
CON	NHPP		\$7.450		
			\$7.450		

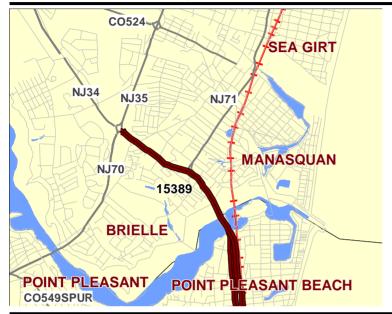
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# **Transportation Improvement Program Fiscal Years 2018 - 2021**

Name: Route 35, Osborne Avenue to Manasquan River

Mileposts: 12.48-14.52 DBNUM: 15389

## Reconstruction and Drainage Project



Counties:

Ocean

Municipalities:

Point Pleasant Beach Boro

**NJDOT CIS Category:** 

**Road Assets** 

**RCIS Category:** 

Road Preservation

Sponsor:

**NJDOT** 

Air Quality Code:

S19 (Exempt)

**Est. Total Project Cost:** 

(Million) \$24.100

FY 2018 - 2021 TIP Cost: (Million) \$2.300

Unco	nstra	ined
Inforn	nation	Year

PHASE	SOURCE	2018	2019	2020	2021
DES	STATE				\$2.300
ROW	NHPP				
CON	NHPP				
					\$2.300

2022-2027				
\$1.000				
\$19.000				
\$20.000				

# **Transportation Improvement Program Fiscal Years 2018 - 2021**

Name: Route 37, EB Thomas St to Fisher Blvd

**Mileposts:** 6.81 - 10.89 **DBNUM:** 12404

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



Counties:

Ocean

Municipalities:

Toms River Twp Island

Heights Boro

**NJDOT CIS Category:** 

**Road Assets** 

**RCIS Category:** 

**Road Preservation** 

Sponsor:

**NJDOT** 

**Air Quality Code:** 

S10 (Exempt)

**Est. Total Project Cost:** 

(Million) \$5.250

FY 2018 - 2021 TIP Cost: (Million) \$5.250

PHASE	SOURCE	2018	2019	2020	2021
CON	STATE				\$5.250
					\$5.250

2022-2027

# **Transportation Improvement Program Fiscal Years 2018 - 2021**

Route 70, East of North Branch Road to CR 539 Name:

Mileposts: 31.2-38.45 **DBNUM:** 10307

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.



#### Counties:

**Burlington Ocean** 

#### Municipalities:

Pemberton Twp Manchester

## Twp

**NJDOT CIS Category:** 

Road Assets

## **RCIS Category:**

Road Preservation

## Sponsor:

NJDOT

## Air Quality Code:

S10 (Exempt)

## **Est. Total Project Cost:**

(Million) \$20.225

FY 2018 - 2021 TIP Cost: (Million) \$11.563

PHASE	SOURCE	2018	2019	2020	2021
CON	NHPP	\$11.563			
		\$11.563			

Unconstrai	ned
Information	Year

2022-2027

# **Transportation Improvement Program Fiscal Years 2018 - 2021**

Name: Route 72, East Road

Mileposts: 21.73 - 22.54 **DBNUM**: 94071A

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.



Counties:

Ocean

**Municipalities:** 

Stafford Twp

**NJDOT CIS Category:** 

Congestion Relief

**RCIS Category:** 

Road Enhancement

Sponsor:

**NJDOT** 

Air Quality Code:

2025NM (Non-Exempt)

**Est. Total Project Cost:** (Million) \$23.148

FY 2018 - 2021 TIP Cost: (Million) \$10.034

PHASE	SOURCE	2018	2019	2020	2021
CON	NHPP	\$10.034			
		\$10.034			

Unconstrai	ned
Information	Year

2022-2027

# **Transportation Improvement Program Fiscal Years 2018 - 2021**

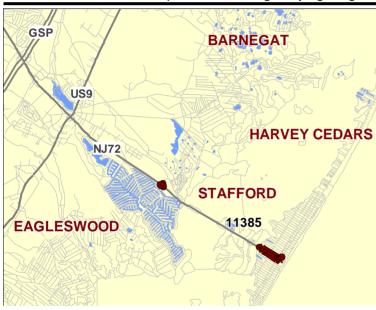
Name: Route 72, Manahawkin Bay Bridges, Contract 1A & 1B

**Mileposts:** 25.38 - 26.14 **DBNUM:** 11385

28.24 - 28.74

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

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



#### Counties:

Ocean

#### **Municipalities:**

Stafford Twp Barnegat Twp Ship Bottom Boro

## **NJDOT CIS Category:**

**Bridge Assets** 

#### **RCIS Category:**

**Bridges** 

#### Sponsor:

**NJDOT** 

#### Air Quality Code:

2025M (Non-Exempt)

## **Est. Total Project Cost:**

(Million) \$45.040

FY 2018 - 2021 TIP Cost: (Million) \$39.420

F1 2018 - 2021 TIF COSt. (Willion) \$39.420					
PHASE	SOURCE	2018	2019	2020	2021
CON	NHPP		\$20.304	\$19.116	
			\$20.304	\$19.116	

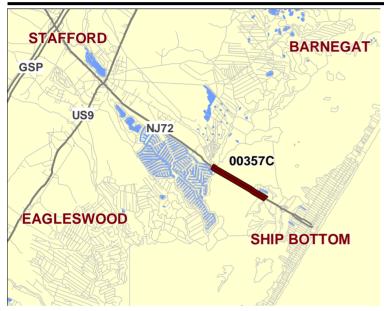
2022-2027

# **Transportation Improvement Program Fiscal Years 2018 - 2021**

Name: Route 72, Manahawkin Bay Bridges, Contract 4

Mileposts: 26.14-27.50 DBNUM: 00357C

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.



Counties:

Ocean

Municipalities:

Stafford Twp

**NJDOT CIS Category:** 

**Bridge Assets** 

**RCIS Category:** 

**Bridges** 

Sponsor:

**NJDOT** 

Air Quality Code:

S19 (Exempt)

**Est. Total Project Cost:** 

(Million) \$109.755

FY 2018 - 2021 TIP Cost: (Million) \$26.506

•	, .		
2018	2019	2020	2021
\$26.506			
\$26.506			

Unconstrained Information Year

202	22-	202	27

**PHASE** 

CON

SOURCE

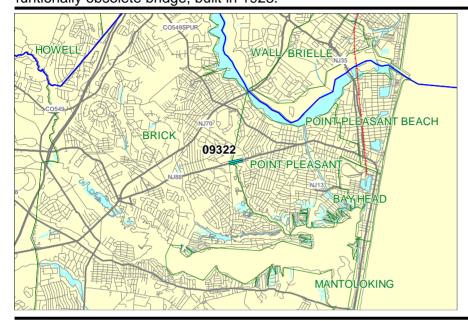
**NHPP** 

# **Transportation Improvement Program Fiscal Years 2018 - 2021**

Name: Route 88, Bridge over Beaver Dam Creek

**Mileposts:** 7.60 **DBNUM:** 09322

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



#### Counties:

Ocean

## **Municipalities:**

Brick Twp Point Pleasant Boro

## **NJDOT CIS Category:**

**Bridge Assets** 

## **RCIS Category:**

**Bridges** 

## Sponsor:

**NJDOT** 

## Air Quality Code:

S19 (Exempt)

# **Est. Total Project Cost:**

(Million) \$6.155

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

		,	, <b>,</b> +		
PHASE	SOURCE	2018	2019	2020	2021
DES	STATE		\$1.250		
ROW	STATE			\$1.750	
CON	NHPP				
			\$1.250	\$1.750	

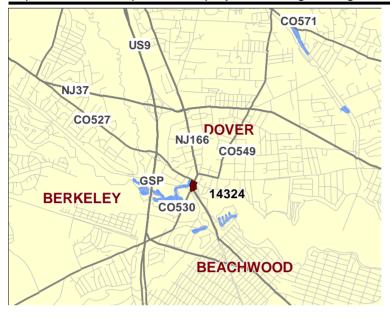
2022-2027
\$2.508
\$2.508

# **Transportation Improvement Program Fiscal Years 2018 - 2021**

Route 166, Bridges over Branch of Toms River Name:

Mileposts: 0.90-1.15 **DBNUM:** 14324

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



#### Counties:

Ocean

#### Municipalities:

South Toms River Boro Toms River Twp

## **NJDOT CIS Category:**

**Bridge Assets** 

## **RCIS Category:**

**Bridges** 

## Sponsor:

NJDOT

## Air Quality Code:

S1, S19 (Exempt)

## **Est. Total Project Cost:**

(Million) \$11.100

FY 2018 - 2021 TIP Cost: (Million) \$1.750

PHASE	SOURCE	2018	2019	2020	2021
DES	STATE	\$1.500			
ROW	STATE		\$.250		
CON	STBGP				
		\$1.500	\$.250		

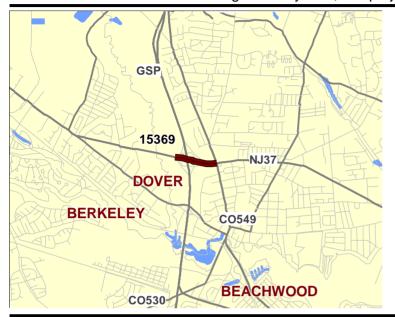
2022-2027
\$8.350
\$8.350

# **Transportation Improvement Program Fiscal Years 2018 - 2021**

Name: Route 37, Garden State Parkway/Route 9 to Route 166

Mileposts: 6.22-6.65 DBNUM: 15369

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



Counties:

Ocean

Municipalities: Toms River Twp

**NJDOT CIS Category:** 

**Road Assets** 

**RCIS Category:** 

**Road Preservation** 

Sponsor:

**NJDOT** 

Air Quality Code:

S10 (Exempt)

**Est. Total Project Cost:** 

(Million) \$4.346

FY 2018 - 2021 TIP Cost: (Million) \$4.096

PHASE	SOURCE	2018	2019	2020	2021
CON	STATE		\$4.096		
			\$4.096		

2022-2027

# P A S S A I C

# **Transportation Improvement Program Fiscal Years 2018 - 2021**

Name: Fifth Avenue Bridge (AKA Fair Lawn Avenue Bridge) over Passaic River

Mileposts: N/A DBNUM: NS9606

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.



#### Counties:

Bergen Passaic

#### Municipalities:

Fair Lawn Boro Paterson City

## **NJDOT CIS Category:**

Local System Support

## **RCIS Category:**

**Bridges** 

## Sponsor:

Passaic County

#### Air Quality Code:

S19 (Exempt)

# Est. Total Project Cost:

(Million) \$18.971

FY 2018 - 2021 TIP Cost: (Million) \$17.500

PHASE SOURCE 2018 2019 2020 2021

CON * STATE-NJTPA \$17.500 \$17.500

Unconstrai	ned
Information	Year

2022-202	7

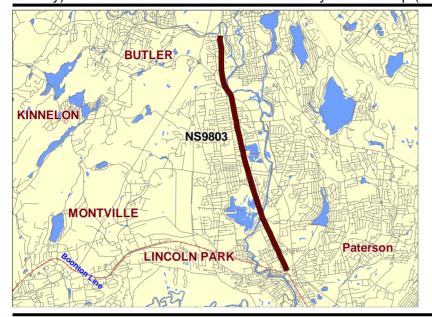
^{*} Note: Funding is programmed in DB# N063 (NJTPA, Future Projects) for the Local Lead TTF program.

# **Transportation Improvement Program Fiscal Years 2018 - 2021**

NY Susquehanna and Western Rail Line Bicycle/Pedestrian Path Name:

Mileposts: N/A DBNUM: NS9803

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, Peguannock Township (Morris County) to the Mountain View rail station in Wayne Township (Passaic County).



#### Counties:

Morris Passaic

#### Municipalities:

Pequannock Twp Wayne Twp

## **NJDOT CIS Category:**

Safety Management

## **RCIS Category:**

Bike/Ped

#### Sponsor:

Morris County

## Air Quality Code:

AQ2 (Exempt)

## **Est. Total Project Cost:**

Unconstrained

(Million) \$13.923

FY 2018 - 2021 TIP Cost: (Million) \$12.000

Information Year 2022-2027

		(	- , ,		
PHASE	SOURCE	2018	2019	2020	2021
ROW	* STATE-NJTPA	\$5.000			
CON	STBGP-NJ		\$7.000		
	_	\$5.000	\$7.000		

		<b>4</b> • • • • • • • • • • • • • • • • • • •			
CON	STBGP-NJ		\$7.000		
		\$5.000	\$7.000		

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

# **Transportation Improvement Program Fiscal Years 2018 - 2021**

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

**Mileposts:** Rt. 3 0-0.50 Rt. 46 59.2-60.6 **DBNUM:** 059B

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



#### Counties:

**Passaic** 

#### Municipalities:

Little Falls Twp Clifton City

## **NJDOT CIS Category:**

Congestion Relief

## **RCIS Category:**

Road Enhancement

#### Sponsor:

**NJDOT** 

#### Air Quality Code:

2025M (Non-Exempt)

#### **Est. Total Project Cost:**

(Million) \$142.000

FY 2018 - 2021 TIP Cost: (Million) \$106.150

PHASE	SOURCE	2018	2019	2020	2021
CON	NHPP		\$34.750	\$35.950	\$35.450
	_		\$34.750	\$35.950	\$35.450

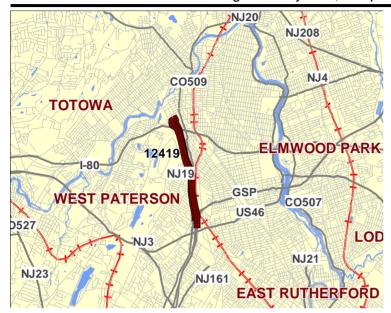
2022-2027
\$29.500
\$29.500

# **Transportation Improvement Program Fiscal Years 2018 - 2021**

Name: Route 19, Colfax Ave (CR 609) to Marshall Street

**Mileposts:** NB 0.0-1.16 & 2.3-2.9; SB 0.0-2.9 **DBNUM:** 12419

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



Counties:

**Passaic** 

Municipalities:

Clifton City Paterson City

**NJDOT CIS Category:** 

**Road Assets** 

**RCIS Category:** 

Road Preservation

Sponsor:

**NJDOT** 

**Air Quality Code:** 

S10 (Exempt)

**Est. Total Project Cost:** 

(Million) \$6.350

FY 2018 - 2021 TIP Cost: (Million) \$5.300

PHASE	SOURCE	2018	2019	2020	2021
CON	NHPP	\$5.300			
		\$5.300			

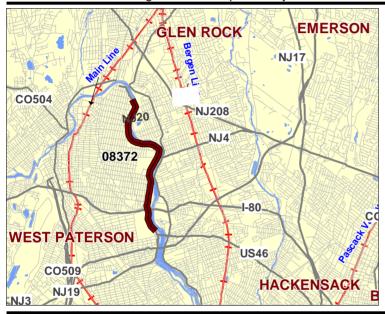
2022-2027

# **Transportation Improvement Program Fiscal Years 2018 - 2021**

Name: Route 20, Paterson Safety, Drainage and Resurfacing

Mileposts: 0.1 - 4.0 DBNUM: 08372

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



#### Counties:

**Passaic** 

#### Municipalities:

Paterson City

#### **NJDOT CIS Category:**

Road Assets

## **RCIS Category:**

Road Preservation

## Sponsor:

**NJDOT** 

#### Air Quality Code:

S4 (Exempt)

#### **Est. Total Project Cost:**

(Million) \$25.408

FY 2018 - 2021 TIP Cost: (Million) \$24.000

	1 1 2010 - 2021 11	i Cost. (	willion, a	24.000	
PHASE	SOURCE	2018	2019	2020	2021
DES	STATE	\$3.000			
ROW	STATE		\$.500		
CON	NHPP			\$10.250	\$10.250
		\$3.000	\$.500	\$10.250	\$10.250

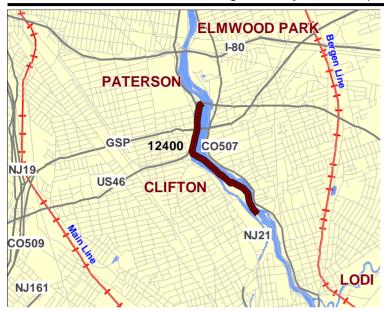
_		
	2022-20	)27

# **Transportation Improvement Program Fiscal Years 2018 - 2021**

Name: Route 21, Dayton Street to Route 46 West

**Mileposts:** 12.7-14.35 **DBNUM:** 12400

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



**Counties:** 

**Passaic** 

Municipalities:

Passaic City Clifton City

**NJDOT CIS Category:** 

**Road Assets** 

**RCIS Category:** 

Road Preservation

Sponsor:

**NJDOT** 

Air Quality Code:

S10 (Exempt)

**Est. Total Project Cost:** 

(Million) \$5.861

FY 2018 - 2021 TIP Cost: (Million) \$4.865

PHASE	SOURCE	2018	2019	2020	2021
CON	STATE	\$4.865			
		\$4.865			

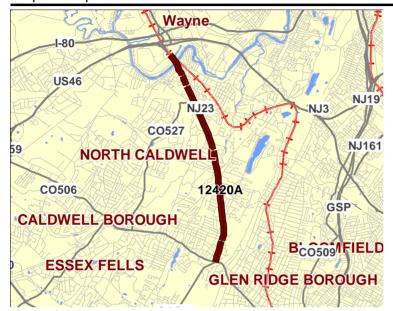
2022-2027

# **Transportation Improvement Program Fiscal Years 2018 - 2021**

Name: Route 23, Bloomfield Avenue to Bridge over NJ Transit, ADA Contract

Mileposts: 0.0-4.9 DBNUM: 12420A

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



#### Counties:

Essex Passaic

#### **Municipalities:**

Verona Twp Cedar Grove Twp Little Falls Twp Wayne Twp

## **NJDOT CIS Category:**

Road Assets

## **RCIS Category:**

**Road Preservation** 

## Sponsor:

**NJDOT** 

#### Air Quality Code:

O3 (Exempt)

## **Est. Total Project Cost:**

(Million) \$3.450

FY 2018 - 2021 TIP Cost: (Million) \$3.450

 PHASE
 SOURCE
 2018
 2019
 2020
 2021

 ROW
 STATE
 \$.500
 \$2.950

 \$500
 \$2.950
 \$2.950

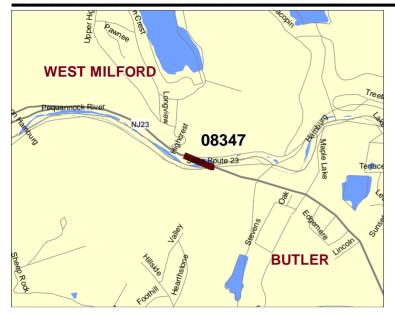
2022-2027

# **Transportation Improvement Program Fiscal Years 2018 - 2021**

Name: Route 23, Bridge over Pequannock River / Hamburg Turnpike

**Mileposts:** 16.88 **DBNUM:** 08347

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



#### Counties:

Morris Passaic

## **Municipalities:**

Kinnelon Boro West Milford

Twp

## **NJDOT CIS Category:**

**Bridge Assets** 

## **RCIS Category:**

Bridges

## Sponsor:

NJDOT

## **Air Quality Code:**

S19 (Exempt)

## **Est. Total Project Cost:**

(Million) \$50.347

FY 2018 - 2021 TIP Cost: (Million) \$7.900

Unconstraii	ned
Information	Year

		<u> </u>	, ,		
PHASE	SOURCE	2018	2019	2020	2021
DES	STATE		\$3.000		
ROW	STATE			\$4.900	
CON	NHPP				
			\$3.000	\$4.900	

2022-2027
\$46.700
\$46.700

# **Transportation Improvement Program Fiscal Years 2018 - 2021**

Name: Route 23, High Crest Drive to Macopin River

**Mileposts:** 17.2 - 19.8 **DBNUM:** 11424A

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



#### Counties:

**Passaic** 

## **Municipalities:**

West Millford Twp

## **NJDOT CIS Category:**

Road Assets

## **RCIS Category:**

Road Preservation

## Sponsor:

NJDOT

## Air Quality Code:

S10 (Exempt)

# **Est. Total Project Cost:**

(Million) \$10.000

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

PHASE	SOURCE	2018	2019	2020	2021
PE	STATE	\$.800			
DES	STATE		\$1.050		
ROW	NHPP				
CON	NHPP				
		\$.800	\$1.050		

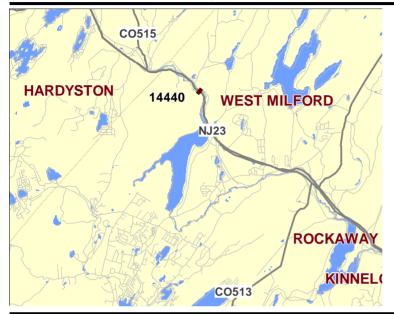
2022-2027
\$.250
\$7.825
\$8.075

# **Transportation Improvement Program Fiscal Years 2018 - 2021**

Name: Route 23, NB Bridge over Pequannock River

Mileposts: 25.52 DBNUM: 14440

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



Counties:

**Passaic** 

**Municipalities:**West Milford Twp

**NJDOT CIS Category:** 

**Bridge Assets** 

**RCIS Category:** 

Bridges

Sponsor:

NJDOT

Air Quality Code:

S19 (Exempt)

**Est. Total Project Cost:** 

(Million) \$4.847

FY 2018 - 2021 TIP Cost: (Million) \$1.600

PHASE	SOURCE	2018	2019	2020	2021
PE	STATE	\$.800			
DES	STATE		\$.800		
ROW	NHPP				
CON	NHPP				
		\$.800	\$.800		

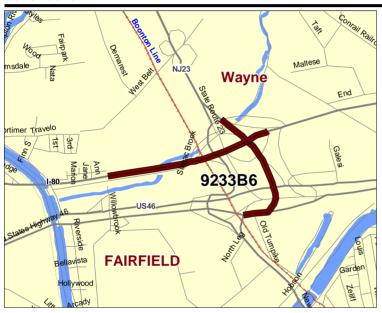
2022-2027
\$.250
\$3.197
\$3.447

# **Transportation Improvement Program Fiscal Years 2018 - 2021**

Name: Route 23, Route 80 and Route 46 Interchange

**Mileposts:** 23: 5.1-5.7; 80: 52.8-53.75 **DBNUM:** 9233B6

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



#### Counties:

Passaic Essex

## Municipalities:

Wayne Twp Fairfield Twp

## **NJDOT CIS Category:**

Congestion Relief

#### **RCIS Category:**

Road Enhancement

## Sponsor:

**NJDOT** 

## Air Quality Code:

O10a (Exempt)

## **Est. Total Project Cost:**

(Million) \$29.440

FY 2018 - 2021 TIP Cost: (Million) \$3,000

		'	, ,		
PHASE	SOURCE	2018	2019	2020	2021
DES	STATE		\$2.500		
ROW	STATE				\$.500
CON	NHPP				
			\$2.500		\$.500

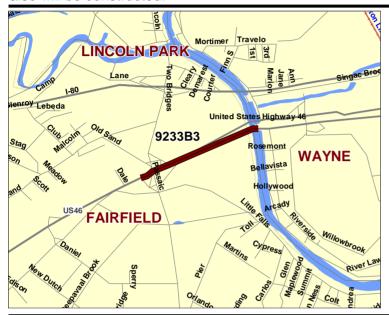
2022-2027
\$29.000
\$29.000

# **Transportation Improvement Program Fiscal Years 2018 - 2021**

Name: Route 46, Passaic Avenue to Willowbrook Mall

**Mileposts:** 55.01-55.81 **DBNUM:** 9233B3

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.



#### Counties:

**Essex Passaic** 

## Municipalities:

Fairfield Twp Wayne Twp

## **NJDOT CIS Category:**

Congestion Relief

## **RCIS Category:**

Road Enhancement

## Sponsor:

**NJDOT** 

## Air Quality Code:

2025M (Non-Exempt)

## **Est. Total Project Cost:**

(Million) \$43.487

FY 2018 - 2021 TIP Cost: (Million) \$37.200

\$37.200

 SOURCE
 2018
 2019
 2020
 2021

 NHPP
 \$37.200
 \$37.200
 \$37.200

_	Inconstrained formation Year	
	2022-2027	

**PHASE** 

CON

# **Transportation Improvement Program Fiscal Years 2018 - 2021**

Name: Route 46, Route 23 (Pompton Avenue) to Route 20, ITS

Mileposts: 55.98 - 63.85 DBNUM: 06366C

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.



PHASE CON

## Counties:

Passaic

### **Municipalities:**

Wayne Twp Totowa Boro Little Falls Twp Clifton City

## **NJDOT CIS Category:**

Congestion Relief

### **RCIS Category:**

ITS

## Sponsor:

**NJDOT** 

### Air Quality Code:

NR2. O7 (Exempt)

### **Est. Total Project Cost:**

(Million) \$5.600

FY 2018 - 2021 TIP Cost: (Million) \$5.900

1 1 2018 - 2021 TIF COSt. (Willion) \$5.900								
SOURCE	2018	2019	2020	2021				
NHPP		\$5.900						
		\$5,900						

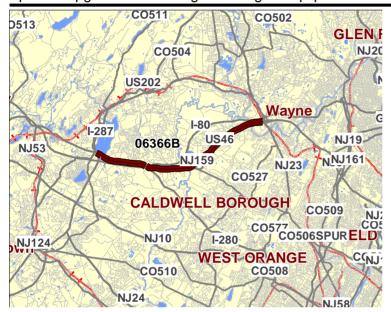
2022-2027

# **Transportation Improvement Program Fiscal Years 2018 - 2021**

Name: Route 46, Route 287 to Route 23 (Pompton Avenue), ITS

**Mileposts:** 46.47 - 55.98 **DBNUM:** 06366B

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



#### Counties:

Morris Essex Passaic

### Municipalities:

Parsippany-Troy Hills Twp Montville Twp Fairfield Boro Wayne Twp

## **NJDOT CIS Category:**

Congestion Relief

## **RCIS Category:**

ITS

#### Sponsor:

**NJDOT** 

## **Air Quality Code:**

NR2, O7 (Exempt)

### **Est. Total Project Cost:**

(Million) \$5.600

FY 2018 - 2021 TIP Cost: (Million) \$5.900

PHASE SOURCE	2018	2019	2020	2021
CON NHPP		\$5.900		
		\$5.900		

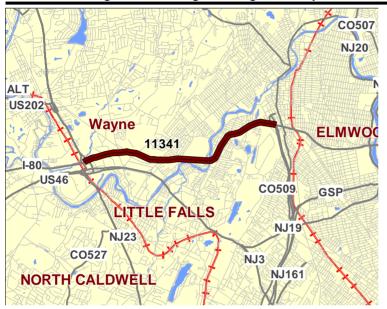
2022-2027

# **Transportation Improvement Program Fiscal Years 2018 - 2021**

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

Mileposts: 53.0 - 58.2 **DBNUM**: 11341

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



#### Counties:

**Passaic** 

#### Municipalities:

Wayne Twp Paterson City Woodland Park Boro

## **NJDOT CIS Category:**

Road Assets

## **RCIS Category:**

Road Preservation

## Sponsor:

NJDOT

### Air Quality Code:

S10 (Exempt)

## **Est. Total Project Cost:**

(Million) \$7.100

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

PHASE	SOURCE	2018	2019	2020	2021
CON	NHPP	\$7.400			
		\$7.400			

2022-2027

## **Transportation Improvement Program Fiscal Years 2018 - 2021**

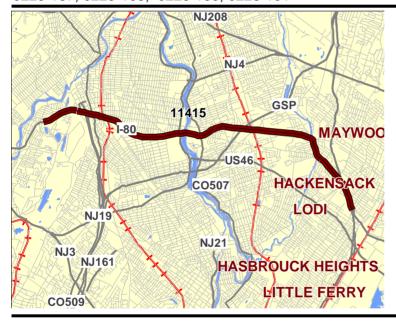
Name: Route 80 WB, McBride Avenue (CR 639) to Polify Road (CR 55)

**Mileposts:** 56.43 - 65.4 **DBNUM:** 11415

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

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

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



#### Counties:

Passaic Bergen

### Municipalities:

Various

### **NJDOT CIS Category:**

Road Assets

#### **RCIS Category:**

Road Enhancement

#### Sponsor:

**NJDOT** 

### Air Quality Code:

2025M (Non-Exempt)

#### **Est. Total Project Cost:**

(Million) \$339.800

FY 2018 - 2021 TIP Cost: (Million) \$34.800

	1 1 2010 - 2021 11	r Cost. (	wiiiioii) ş	34.000	
PHASE	SOURCE	2018	2019	2020	2021
PE	NHPP	\$12.800			
DES	NHPP			\$9.000	\$10.000
ROW	STATE				\$3.000
CON	NHPP				
CON	STATE				
		\$12.800		\$9.000	\$13.000

2022-2027
\$185.000
\$120.000
\$305.000

# **Transportation Improvement Program Fiscal Years 2018 - 2021**

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

Mileposts: 56.29-56.43 **DBNUM:** 17316

## Bridge Deck/Superstructure Replacement



#### Counties:

**Passaic** 

## Municipalities:

Totowa Boro Woodland Park Boro

## **NJDOT CIS Category:**

**Bridge Assets** 

## **RCIS Category:**

**Bridges** 

## **Sponsor:**

**NJDOT** 

### Air Quality Code:

S19 (Exempt)

### **Est. Total Project Cost:**

(Million) \$56.273

FY 2018 - 2021 TIP Cost: (N

<b>ΜΙΙΙΙΟΙΙ) ΨΤ.ΤΟ</b> Ο	Million)	\$4.400	
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PHASE	SOURCE	2018	2019	2020	2021
DES	STATE		\$4.400		
CON	NHPP				
			\$4.400		

2022-2027
\$56.250
\$56.250

# **Transportation Improvement Program Fiscal Years 2018 - 2021**

Name: Taft Avenue, Pedestrian Bridge over Route 80

Mileposts: 56.84-56.84 DBNUM: 16308

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

TOTOWA

Willow 34th

Chesinut Grove

Randazzo

Randazzo

Ridgeview

G_{randview}

**I-80** 

Norwood

Counties:

**Passaic** 

**Municipalities:** 

Woodlawn Park Boro

**NJDOT CIS Category:** 

**Bridge Assets** 

**RCIS Category:** 

Bridges

Sponsor:

NJDOT

Air Quality Code:

S19 (Exempt)

**Est. Total Project Cost:** 

(Million) \$3.500

FY 2018 - 2021 TIP Cost: (Million) \$1.900

**WEST PATERSON** 

Taylor

Borrego

PHASE	SOURCE	2018	2019	2020	2021
PE	STATE	\$.800			
DES	STATE		\$1.100		
CON	NHPP				
		\$.800	\$1.100		

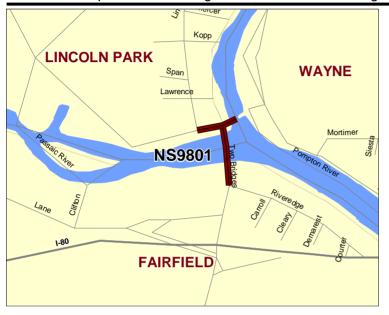
2022-2027
\$1.600
\$1.600

## **Transportation Improvement Program Fiscal Years 2018 - 2021**

Name: Two Bridges Road Bridge and West Belt Extension

Mileposts: N/A DBNUM: NS9801

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.



#### Counties:

Morris Passaic Essex

### Municipalities:

Lincoln Park Boro Wayne Twp Fairfield Twp

## **NJDOT CIS Category:**

Local System Support

## **RCIS Category:**

**Bridges** 

### Sponsor:

Passaic County

### Air Quality Code:

S19 (Exempt)

### **Est. Total Project Cost:**

(Million) \$28.879

FY 2018 - 2021 TIP Cost: (Million) \$23.200

		,	, ,		
PHASE	SOURCE	2018	2019	2020	2021
CON	* STATE-NJTPA	\$23.200			
		\$23.200			

2022-2027

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

S **O M** E R S E T

# **Transportation Improvement Program Fiscal Years 2018 - 2021**

Name: ADA Central, Contract 2

Mileposts: N/A DBNUM: 15418

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



Counties:

Monmouth Somerset Middlesex Mercer

Municipalities:

Various

NJDOT CIS Category: Multimodal Programs

**RCIS Category:** 

Bike/Ped

**Sponsor:** NJDOT

Air Quality Code: AQ2 (Exempt)

Est. Total Project Cost:

(Million) \$16.547

FY 2018 - 2021 TIP Cost: (Million) \$14.200

		<u> </u>	, .		
PHASE	SOURCE	2018	2019	2020	2021
CON	STBGP				\$14.200
					\$14.200

2022-2027

# **Transportation Improvement Program Fiscal Years 2018 - 2021**

Name: ADA Central, Contract 3

Mileposts: N/A DBNUM: 15419

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



#### Counties:

Somerset Middlesex Hunterdon Warren

### Municipalities:

Various

## **NJDOT CIS Category:**

Multimodal Programs

## **RCIS Category:**

Bike/Ped

### Sponsor:

NJDOT

## Air Quality Code:

AQ2 (Exempt)

## **Est. Total Project Cost:**

(Million) \$11.814

FY 2018 - 2021 TIP Cost: (Million) \$10.475

PHASE	SOURCE	2018	2019	2020	2021
CON	STATE			\$10.475	
				\$10.475	

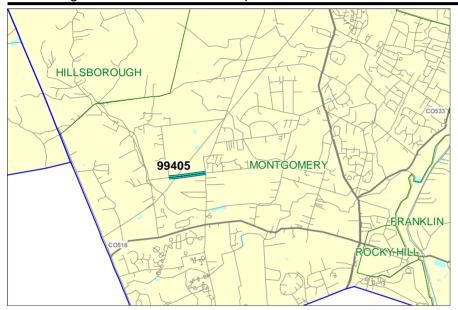
2022-2027

# **Transportation Improvement Program Fiscal Years 2018 - 2021**

Name: Camp Meeting Avenue Bridge over Trenton Line, CR 602

**Mileposts:** 0.5-0.56 **DBNUM:** 99405

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



#### Counties:

Somerset

## Municipalities:

Montgomery Twp

## **NJDOT CIS Category:**

**Bridge Assets** 

## **RCIS Category:**

**Bridges** 

## Sponsor:

NJDOT

## Air Quality Code:

S19 (Exempt)

### **Est. Total Project Cost:**

(Million) \$8.268

FY 2018 - 2021 TIP Cost: (Million) \$8.450

	1 1 2010 - 2021 11	. 0031. (	ψιιιιοιί) ψ	0.730	
PHASE	SOURCE	2018	2019	2020	2021
DES	STATE	\$.550			
ROW	STATE		\$1.000		
CON	BRIDGE-OFF				\$6.900
		\$.550	\$1.000		\$6.900

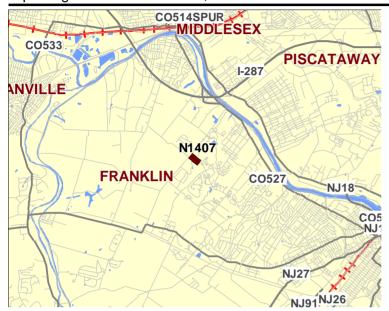
2022-2027

# **Transportation Improvement Program Fiscal Years 2018 - 2021**

Name: County Bridge K0607, New Brunswick Road over Al's Brook

**Mileposts:** 3.50 - 3.60 **DBNUM:** N1407

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



Counties:

Somerset

Municipalities:

Franklin Twp

**NJDOT CIS Category:** 

Local System Support

**RCIS Category:** 

**Bridges** 

Sponsor:

Somerset County

Air Quality Code:

S19 (Exempt)

**Est. Total Project Cost:** 

(Million) \$3.367

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

 PHASE
 SOURCE
 2018
 2019
 2020
 2021

 DES
 * STATE-NJTPA
 \$.500
 \$2.500

 CON
 * STATE-NJTPA
 \$2.500

Unconstrair	ned
Information	Year

2022-202	7

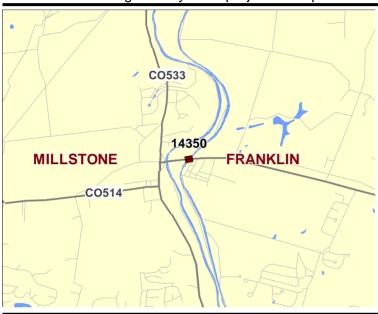
^{*} Note: Funding is programmed in DB# N063 (NJTPA, Future Projects) for the Local Lead TTF program.

# **Transportation Improvement Program Fiscal Years 2018 - 2021**

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

**Mileposts:** 16.72 **DBNUM:** 14350

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



Counties:

Somerset

Municipalities:

Franklin Twp

**NJDOT CIS Category:** 

**Bridge Assets** 

**RCIS Category:** 

Bridges

Sponsor:

**NJDOT** 

Air Quality Code:

S19 (Exempt)

**Est. Total Project Cost:** 

(Million) \$4.364

FY 2018 - 2021 TIP Cost: (Million) \$4.364

PHASE	SOURCE	2018	2019	2020	2021
DES	STATE	\$.750			
CON	STATE		\$3.614		
		\$.750	\$3.614		

2022-2027

## **Transportation Improvement Program Fiscal Years 2018 - 2021**

Name: Delaware & Raritan Canal Bridges

Mileposts: N/A DBNUM: 15322

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; Bridge over D&R Feeder Canal at Lock No. 3; Coryell Street, Bridge over D&R Feeder Canal; CR 533 (Quaker Road), Bridge over D&R Canal; Manville Causeway (CR623), Bridge over D&R Canal; Chapel Drive at CR 623, Bridge over D&R Canal. The project also provides emergency superstructure replacement and substructure rehabilitation for CR 518 (Georgetown-Franklin Rd), Bridge over D&R Canal and an emergency total structure replacement of CR 514 (Amwell Road), Bridge over D&R Canal.



#### Counties:

Mercer Hunterdon Middlesex Somerset

Municipalities:

Various

**NJDOT CIS Category:** 

**Bridge Assets** 

**RCIS Category:** 

**Bridges** 

**Sponsor:** 

**NJDOT** 

Air Quality Code:

O10a (Exempt)

**Est. Total Project Cost:** 

Unconstrained

(Million) \$12.250

FY 2018 - 2021 TIP Cost: (Million) \$12.250

	1 1 2010 - 2021 11	COSt. (	ivillion, a	12.230	
PHASE	SOURCE	2018	2019	2020	2021
PE	STATE		\$1.000		
DES	STATE			\$1.200	
CON	STATE				\$10.050
			\$1.000	\$1.200	\$10.050

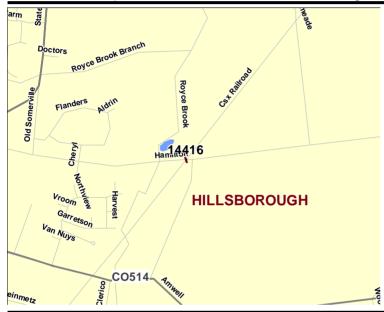
n	formation Year
	2022-2027

# **Transportation Improvement Program Fiscal Years 2018 - 2021**

Name: Hamilton Road, Bridge over Conrail RR

**Mileposts:** 0.97 **DBNUM:** 14416

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



Counties:

Somerset

Municipalities:

Hillsborough Twp

**NJDOT CIS Category:** 

**Bridge Assets** 

**RCIS Category:** 

Bridges

Sponsor:

NJDOT

Air Quality Code:

S19 (Exempt)

**Est. Total Project Cost:** 

(Million) \$8.460

FY 2018 - 2021 TIP Cost: (Million) \$1.460

F1 2016 - 2021 TIP COSt. (MIIIIOII) \$1.460							
PHASE	SOURCE	2018	2019	2020	2021		
PE	STATE	\$.360					
DES	STATE		\$1.100				
ROW	STBGP						
CON	STBGP						
		\$.360	\$1.100				

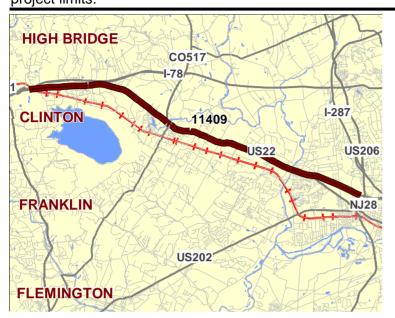
I	2022-2027
	\$.500
	\$6.500
	\$7.000

# **Transportation Improvement Program Fiscal Years 2018 - 2021**

Name: Route 22, EB, Route 78 to Rt 28 (CR 614, Easton Turnpike)

Mileposts: 19.25-31.41 DBNUM: 11409

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



#### Counties:

**Hunterdon Somerset** 

## Municipalities:

Clinton Twp Lebanon Boro Readington Twp Branchburg Twp

### **NJDOT CIS Category:**

Road Assets

## **RCIS Category:**

**Road Preservation** 

## Sponsor:

NJDOT

#### Air Quality Code:

S10 (Exempt)

## **Est. Total Project Cost:**

(Million) \$11.649

FY 2018 - 2021 TIP Cost: (Million) \$10.694

PHASE	SOURCE	2018	2019	2020	2021
CON	NHPP	\$10.694			
		\$10.694			

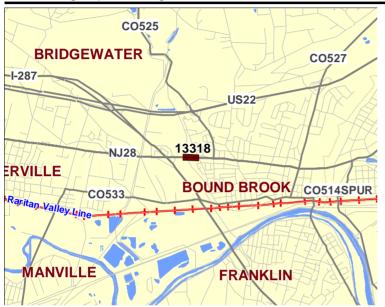
2022-2027

# **Transportation Improvement Program Fiscal Years 2018 - 2021**

Name: Route 28, Rt 287 to Tea Street

Mileposts: 6.73 - 6.86 DBNUM: 13318

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



Counties:

Somerset

Municipalities:

**Bound Brook Boro** 

NJDOT CIS Category:

Safety Management

**RCIS Category:** 

Safety

Sponsor:

**NJDOT** 

Air Quality Code:

O10a (Exempt)

**Est. Total Project Cost:** 

(Million) \$6.850

FY 2018 - 2021 TIP Cost: (Million) \$1.050

PHASE	SOURCE	2018	2019	2020	2021
PE	STATE		\$.500		
DES	STATE				\$.550
ROW	NHPP				
CON	NHPP				
	-		\$.500		\$.550

2022-2027
\$.100
\$1.580
\$1.680

# **Transportation Improvement Program Fiscal Years 2018 - 2021**

Name: Route 202, Bridge over North Branch of Raritan River

**Mileposts:** 32.54 **DBNUM:** 14415

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



Counties:

Somerset

**Municipalities:** 

Bedminister Twp Far Hills Boro

**NJDOT CIS Category:** 

**Bridge Assets** 

**RCIS Category:** 

**Bridges** 

Sponsor:

NJDOT

**Air Quality Code:** 

S19 (Exempt)

**Est. Total Project Cost:** 

(Million) \$2.400

FY 2018 - 2021 TIP Cost: (Million) \$1.300

		•	, ,		
PHASE	SOURCE	2018	2019	2020	2021
PE	STATE	\$.300			
DES	STATE		\$1.000		
ROW	NHPP				
UTI	NHPP				
CON	NHPP				
		\$.300	\$1.000		

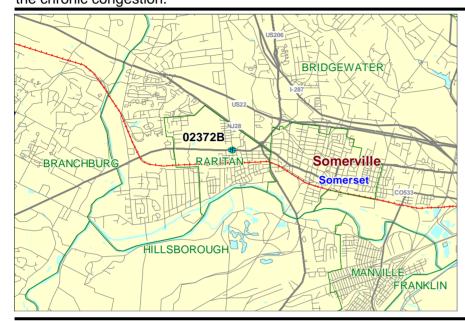
2022-2027
\$.500
\$.300
\$.300
\$1.100

# **Transportation Improvement Program Fiscal Years 2018 - 2021**

Name: Route 202, First Avenue Intersection Improvements

Mileposts: 23.90 DBNUM: 02372B

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



Counties:

Somerset

Municipalities:

Raritan Boro

**NJDOT CIS Category:** 

Congestion Relief

**RCIS Category:** 

Road Enhancement

Sponsor:

**NJDOT** 

Air Quality Code:

NR1, NR2 (Exempt)

Est. Total Project Cost:

(Million) \$8.242

FY 2018 - 2021 TIP Cost: (Million) \$5.575

PHASE	SOURCE	2018	2019	2020	2021
ROW	STATE	\$1.058			
CON	STATE			\$4.517	
		\$1.058		\$4.517	

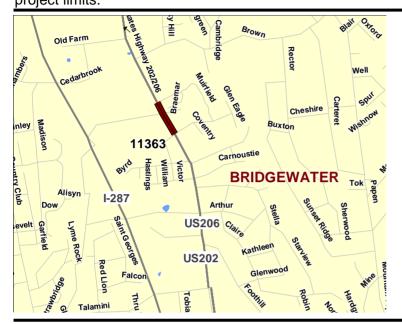
2022-2027

# **Transportation Improvement Program Fiscal Years 2018 - 2021**

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

Mileposts: 27.13 - 27.96 DBNUM: 11363

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



Counties:

Somerset

Municipalities:

**Bridgewater Twp** 

**NJDOT CIS Category:** 

**Bridge Assets** 

**RCIS Category:** 

Bridges

Sponsor:

**NJDOT** 

**Air Quality Code:** 

S4 (Exempt)

**Est. Total Project Cost:** 

(Million) \$4.700

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

PHASE	SOURCE	2018	2019	2020	2021
DES	STATE		\$.500		
ROW	STATE			\$.500	
CON	STATE				\$3.700
			\$.500	\$.500	\$3.700

2022-2027

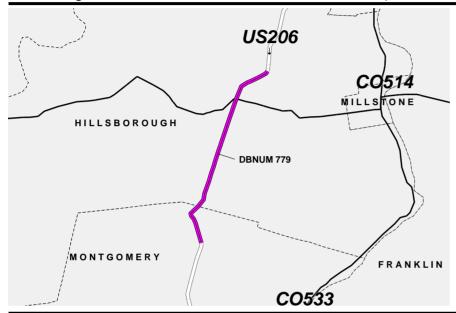
# **Transportation Improvement Program Fiscal Years 2018 - 2021**

Name: Route 206 Bypass, Mountain View Road to Old Somerville Road (Sections 14A & 15A)

Contract B

**Mileposts:** 63.40 - 66.40 **DBNUM:** 779

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



#### Counties:

Somerset

#### Municipalities:

Hillsborough Twp

## **NJDOT CIS Category:**

Congestion Relief

#### **RCIS Category:**

Road Expansion

### Sponsor:

**NJDOT** 

## Air Quality Code:

2025M (Non-Exempt)

## **Est. Total Project Cost:**

(Million) \$104.471

FY 2018 - 2021 TIP Cost: (Million) \$57.000

Unconstrai	ned
Information	Year

PHASE	SOURCE	2018	2019	2020	2021
UTI	STATE	\$5.000			
CON	NHPP	\$20.000	\$17.000	\$15.000	
		\$25.000	\$17.000	\$15.000	

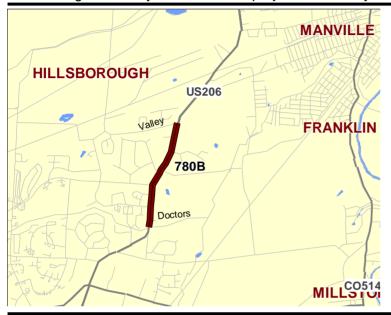
2022-2027

# **Transportation Improvement Program Fiscal Years 2018 - 2021**

Name: Route 206, Doctors Way to Valley Road

**Mileposts:** 66.36-67.5 **DBNUM:** 780B

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



Counties:

Somerset

Municipalities:

Hillsborough Twp

**NJDOT CIS Category:** 

Congestion Relief

**RCIS Category:** 

Road Expansion

Sponsor:

**NJDOT** 

Air Quality Code:

2025M (Non-Exempt)

**Est. Total Project Cost:** 

(Million) \$46.713

FY 2018 - 2021 TIP Cost: (Million) \$40.500

PHASE	SOURCE	2018	2019	2020	2021
UTI	NHPP		\$8.500		
CON	NHPP			\$16.000	\$16.000
			\$8.500	\$16.000	\$16.000

2022-2027

# **Transportation Improvement Program Fiscal Years 2018 - 2021**

Name: Route 206, Southbound Merge Improvements with I-287 Ramp

Mileposts: 25.50-25.88 DBNUM: 02372A

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.



Counties:

Somerset

Municipalities:

**Bridgewater Twp** 

NJDOT CIS Category:

Congestion Relief

**RCIS Category:** 

Road Enhancement

Sponsor:

**NJDOT** 

Air Quality Code:

NR3 (Exempt)

**Est. Total Project Cost:** 

(Million) \$2.239

FY 2018 - 2021 TIP Cost: (Million) \$2.240

**PHASE** 

CON

		•		
SOURCE	2018	2019	2020	2021
STATE	\$2.240			
	\$2.240			

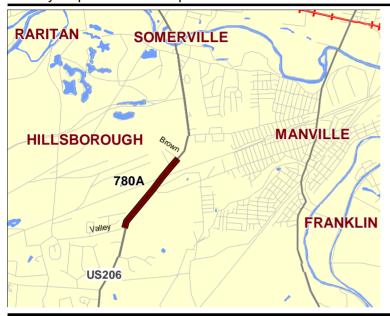
2022-2027

# **Transportation Improvement Program Fiscal Years 2018 - 2021**

Name: Route 206, Valley Road to Brown Avenue

**Mileposts**: 67.5-68.6 **DBNUM**: 780A

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



Counties:

Somerset

Municipalities:

Hillsborough Twp

**NJDOT CIS Category:** 

Congestion Relief

**RCIS Category:** 

Road Expansion

Sponsor:

NJDOT

Air Quality Code:

2025M (Non-Exempt)

Est. Total Project Cost:

(Million) \$61.500

FY 2018 - 2021 TIP Cost: (Million) \$40.500

PHASE	SOURCE	2018	2019	2020	2021
ROW	NHPP	\$5.000			
UTI	NHPP		\$5.500		
CON	NHPP			\$15.000	\$15.000
		\$5.000	\$5.500	\$15.000	\$15.000

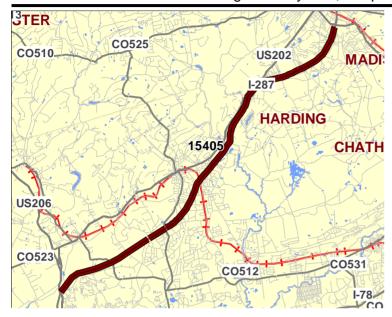
2022-2027
\$16.000
\$16.000

# **Transportation Improvement Program Fiscal Years 2018 - 2021**

Name: Route 287 NB, Route 202/206 to South Street (CR 601)

Mileposts: 23.0-35.57 DBNUM: 15405

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



#### Counties:

Somerset Morris

### Municipalities:

Bedminster Twp Far Hills Boro Harding Twp Morris Twp

# **NJDOT CIS Category:**

**Road Assets** 

## RCIS Category:

Road Preservation

## Sponsor:

NJDOT

## **Air Quality Code:**

S10 (Exempt)

### **Est. Total Project Cost:**

(Million) \$18.068

FY 2018 - 2021 TIP Cost: (Million) \$17.050

PHASE	SOURCE	2018	2019	2020	2021
CON	NHPP	\$17.050			
		\$17.050			

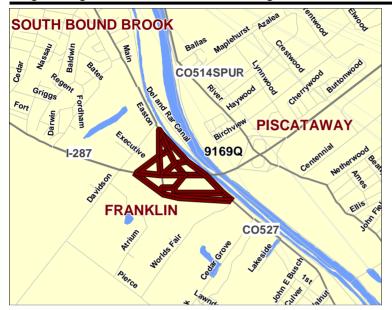
2022-2027

# **Transportation Improvement Program Fiscal Years 2018 - 2021**

Name: Route 287, Interchange 10 Ramp Improvements

**Mileposts:** 10.27-10.6 **DBNUM:** 9169Q

This project will provide operational improvements to the on and off-ramps to/from Easton Avenue by lengthening the acceleration lanes along I-287 NB.



#### Counties:

Middlesex Somerset

### **Municipalities:**

Piscataway Twp Franklin Twp

## **NJDOT CIS Category:**

Congestion Relief

## **RCIS Category:**

Road Enhancement

## Sponsor:

NJDOT

## **Air Quality Code:**

S4, NR3 (Exempt)

### **Est. Total Project Cost:**

(Million) \$28.491

FY 2018 - 2021 TIP Cost: (Million) \$1.500

PHASE	SOURCE	2018	2019	2020	2021
PE	STATE			\$.500	
DES	STATE				\$1.000
ROW	NHPP				
CON	NHPP				
				\$.500	\$1.000

2022-2027
\$1.000
\$8.100
\$9.100

# **Transportation Improvement Program Fiscal Years 2018 - 2021**

Name: Route 287/78, I-287/202/206 Interchange Improvements

**Mileposts:** RT 287 20.5-22.3 **DBNUM:** 04389

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).



Counties:

Somerset

Municipalities:

Bedminster Twp Bridgewater Twp

**NJDOT CIS Category:** 

Congestion Relief

**RCIS Category:** 

Safety

**Sponsor:** 

**NJDOT** 

Air Quality Code: 2025M (Non-Exempt)

Est. Total Project Cost:

(Million) \$41.214

FY 2018 - 2021 TIP Cost: (Million) \$12.200

 PHASE
 SOURCE
 2018
 2019
 2020
 2021

 CON
 NHPP
 \$12.200
 \$12.200
 \$12.200
 \$12.200
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2022-2027

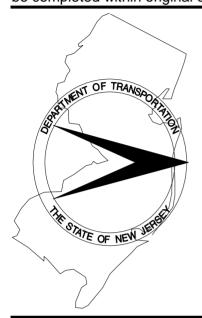
S U S E X

# **Transportation Improvement Program Fiscal Years 2018 - 2021**

Name: ADA North, Contract 2

Mileposts: N/A DBNUM: 15412

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



Counties:

Sussex Morris

**Municipalities:** 

Various

**NJDOT CIS Category:** 

Multimodal Programs

**RCIS Category:** 

Bike/Ped

Sponsor:

NJDOT

Air Quality Code:

AQ2 (Exempt)

**Est. Total Project Cost:** 

(Million) \$3.772

FY 2018 - 2021 TIP Cost: (Million) \$1.096

		•	, ,		
PHASE	SOURCE	2018	2019	2020	2021
CON	STATE			\$1.096	
				\$1.096	

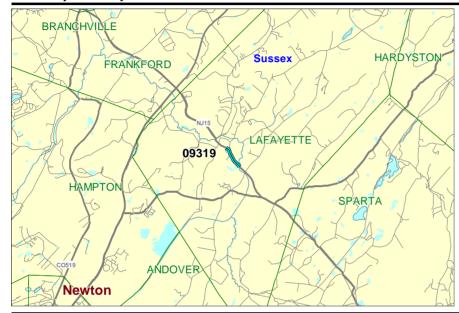
2022-2027				

# **Transportation Improvement Program Fiscal Years 2018 - 2021**

Name: Route 15, Bridge over Paulins Kill

**Mileposts:** 17.56 **DBNUM:** 09319

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



Counties:

Sussex

Municipalities:

Lafayette Twp

**NJDOT CIS Category:** 

**Bridge Assets** 

**RCIS Category:** 

**Bridges** 

Sponsor:

**NJDOT** 

Air Quality Code:

S19 (Exempt)

**Est. Total Project Cost:** 

(Million) \$4.877

FY 2018 - 2021 TIP Cost: (Million) \$4.275

PHASE	SOURCE	2018	2019	2020	2021
DES	STATE		\$.650		
ROW	STATE			\$.250	
CON	STATE				\$3.375
			\$.650	\$.250	\$3.375

2022-2027	•

# **Transportation Improvement Program Fiscal Years 2018 - 2021**

Name: Route 23, Hardyston Township Improvements

Mileposts: 27.00 - 31.20 DBNUM: 96039

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



#### Counties:

Sussex

## Municipalities:

Hardyston Twp

### **NJDOT CIS Category:**

Safety Management

#### **RCIS Category:**

Safety

#### **Sponsor:**

**NJDOT** 

#### Air Quality Code:

NR1 S10 (Exempt)

### **Est. Total Project Cost:**

Unconstrained

(Million) \$15.353

FY 2018 - 2021 TIP Cost: (Million) \$12.300

ım	mormation rear			
	2022-2027			

	1 1 2010 - 2021 11	i Cost. (	Aviilioii) 4	12.300	
PHASE	SOURCE	2018	2019	2020	2021
CON	DEMO		\$1.900		
CON	NHPP		\$10.400		
			\$12.300		

# **Transportation Improvement Program Fiscal Years 2018 - 2021**

Name: Route 94, Pleasant Valley Drive to Maple Grange Road

Mileposts: 38.0-43.0 DBNUM: 15391

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



Counties:

Sussex

Municipalities: Vernon Twp

**NJDOT CIS Category:** 

**Road Assets** 

RCIS Category:

Road Preservation

Sponsor:

**NJDOT** 

Air Quality Code:

S19 (Exempt)

**Est. Total Project Cost:** 

(Million) \$8.000

FY 2018 - 2021 TIP Cost: (Million) \$6.000

PHASE	SOURCE	2018	2019	2020	2021
CON	STBGP		\$6.000		
			\$6.000		

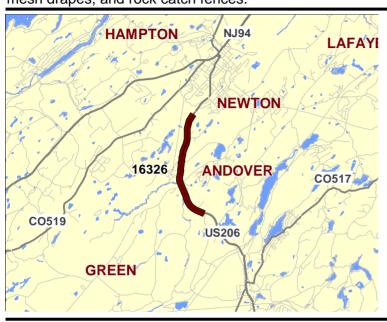
2022-2027

# **Transportation Improvement Program Fiscal Years 2018 - 2021**

Name: Route 206 Rockfall Mitigation, Andover Township

Mileposts: 105.5-108.0 DBNUM: 16326

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



Counties:

Sussex

Municipalities:

Andover Twp

**NJDOT CIS Category:** 

Safety Management

**RCIS Category:** 

Safety

Sponsor:

NJDOT

Air Quality Code:

S2 (Exempt)

**Est. Total Project Cost:** 

(Million) \$4.750

FY 2018 - 2021 TIP Cost: (Million) \$4.650

PHASE	SOURCE	2018	2019	2020	2021
CON	NHPP		\$4.650		
			\$4.650		

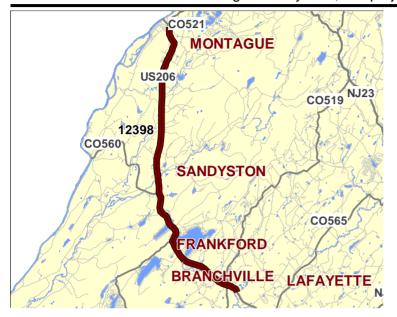
2022-2027					

# **Transportation Improvement Program Fiscal Years 2018 - 2021**

Name: Route 206, Pines Road to CR 521 (Montague River Road)

Mileposts: 115.93-129.3 DBNUM: 12398

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



#### Counties:

Sussex

#### Municipalities:

Branchville Boro Frankford Twp Sandyston Twp Montague Twp

## **NJDOT CIS Category:**

**Road Assets** 

## **RCIS Category:**

Road Preservation

# Sponsor:

NJDOT

## Air Quality Code:

S10 (Exempt)

## **Est. Total Project Cost:**

(Million) \$9.800

FY 2018 - 2021 TIP Cost: (Million) \$9.800

PHASE	SOURCE	2018	2019	2020	2021
CON	NHPP	\$9.800			
		\$9.800			

2022-2027

# **Transportation Improvement Program Fiscal Years 2018 - 2021**

Name: Waterloo Road over Musconetcong River

Mileposts: N/A DBNUM: NS0107

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.



#### Counties:

Morris Sussex

## Municipalities:

Netcong Boro Stanhope Boro

## **NJDOT CIS Category:**

Local System Support

## **RCIS Category:**

**Bridges** 

#### Sponsor:

Morris County

## Air Quality Code:

S19 (Exempt)

#### **Est. Total Project Cost:**

(Million) \$3.744

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

PHASE	SOURCE	2018	2019	2020	2021	2022-2027
CON	* STATE-NJTPA	\$3.000				
		\$3.000				

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

# U N I O N

# **Transportation Improvement Program Fiscal Years 2018 - 2021**

Name: Gordon Street over "Out of Service" Conrail Branch, Replacement

Mileposts: N/A DBNUM: NS0408

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



#### Counties:

Union

#### Municipalities:

Roselle Boro Roselle Park Boro

## **NJDOT CIS Category:**

Local System Support

## **RCIS Category:**

Bridges

#### Sponsor:

**Union County** 

#### Air Quality Code:

S19 (Exempt)

## **Est. Total Project Cost:**

(Million) \$11.106

FY 2018 - 2021 TIP Cost: (Million) \$8.500

 PHASE
 SOURCE
 2018
 2019
 2020
 2021

 CON
 * STATE-NJTPA
 \$8.500
 \$8.500

Unconstrained
Information Year

2022-2027

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

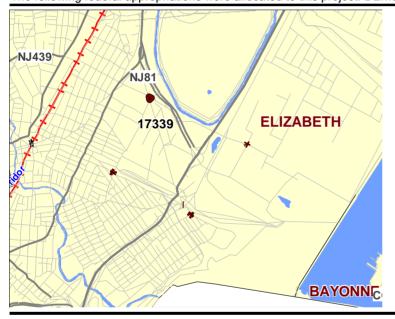
# **Transportation Improvement Program Fiscal Years 2018 - 2021**

Name: Kapkowski Road - North Avenue East Improvement Project

Mileposts: N/A DBNUM: 17339

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

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



#### Counties:

Union

### Municipalities:

Elizabeth City

## **NJDOT CIS Category:**

Local System Support

#### **RCIS Category:**

Road Enhancement

Sponsor:

#### Air Quality Code:

NR2 (Exempt)

#### **Est. Total Project Cost:**

(Million) \$13.610

FY 2018 - 2021 TIP Cost: (Million) \$13.630

1 1 2016 - 2021 TIF COSt. (Willion) \$13.030							
PHASE	SOURCE	2018	2019	2020	2021		
PE	DEMO	\$.510					
DES	DEMO		\$.510				
CON	DEMO				\$12.610		
		\$.510	\$.510		\$12.610		

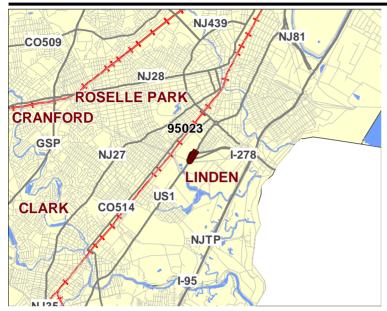
2022-2027

# **Transportation Improvement Program Fiscal Years 2018 - 2021**

Name: Route 1&9, Interchange at Route I-278

Mileposts: 42.20 DBNUM: 95023

This study, being conducted by the Port Authority of NYNJ, will examine completion of the missing moves at the Route 1&9 and Route 278 Interchange, and associated intersection improvements at the Route 1&9 Park Avenue intersection.



Counties:

Union

Municipalities:

Linden City

**NJDOT CIS Category:** 

Congestion Relief

**RCIS Category:** 

Road Enhancement

Sponsor:

**NJDOT** 

Air Quality Code:

NR3 (Exempt)

**Est. Total Project Cost:** 

(Million) \$65.000

FY 2018 - 2021 TIP Cost: (Million) \$65.000

PHASE	SOURCE	2018	2019	2020	2021
CON	OTHER		\$65.000		
			\$65.000		

I	2022-2027

# **Transportation Improvement Program Fiscal Years 2018 - 2021**

Name: Route 22, Bloy Street to Liberty Avenue

Mileposts: 56.90 - 57.30 DBNUM: 658C

Initiated by the Bridge Management System, this project will replace the structurally deficient and functionally obsolete bridge, built in 1940.



Counties:

Union

Municipalities:

Hillside Twp

**NJDOT CIS Category:** 

**Bridge Assets** 

**RCIS Category:** 

**Bridges** 

Sponsor:

**NJDOT** 

Air Quality Code:

S19 (Exempt)

**Est. Total Project Cost:** 

(Million) \$15.460

FY 2018 - 2021 TIP Cost: (Million) \$8.650

		· · · · · · · · · · · · · · · · · · ·	······································		
PHASE	SOURCE	2018	2019	2020	2021
CON	NHPP	\$8.650			
		\$8.650			

2022-2027

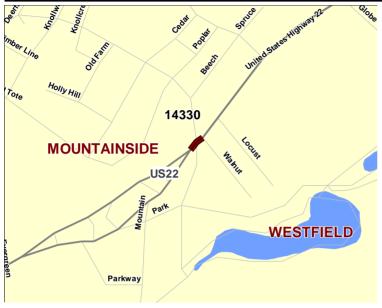
# **Transportation Improvement Program Fiscal Years 2018 - 2021**

Name: Route 22, Bridge over Echo Lake

Mileposts: 50.74-50.74 **DBNUM:** 14330

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

built in 1929.



**Counties:** 

Union

**Municipalities:** Mountainside Boro

**NJDOT CIS Category:** 

**Bridge Assets** 

**RCIS Category:** 

Bridges

Sponsor:

**NJDOT** 

Air Quality Code:

S19 (Exempt)

**Est. Total Project Cost:** 

(Million) \$2.660

FY 2018 - 2021 TIP Cost: (Million) \$2.110

PHASE	SOURCE	2018	2019	2020	2021
DES	STATE	\$.450			
ROW	NHPP		\$.050		
CON	STATE				\$1.610
		\$.450	\$.050		\$1.610

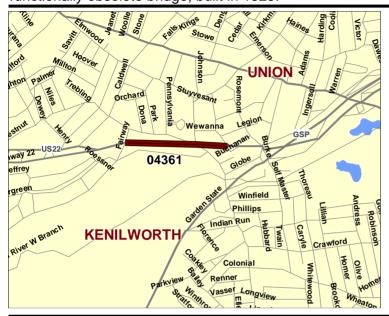
2022-2027

# **Transportation Improvement Program Fiscal Years 2018 - 2021**

Name: Route 22, Chestnut Street Bridge Replacement (CR 626)

Mileposts: 54.70-55.24 DBNUM: 04361

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



Counties:

Union

**Municipalities:** 

Union Twp

**NJDOT CIS Category:** 

**Bridge Assets** 

RCIS Category:

Bridges

Sponsor:

**NJDOT** 

Air Quality Code:

S19 (Exempt)

**Est. Total Project Cost:** 

(Million) \$31.150

FY 2018 - 2021 TIP Cost: (Million) \$22.400

PHASE	SOURCE	2018	2019	2020	2021
CON	NHPP		\$11.000	\$11.400	
			\$11.000	\$11.400	

2022-2027

# **Transportation Improvement Program Fiscal Years 2018 - 2021**

Name: Route 22, Hilldale Place/North Broad Street

**Mileposts:** 58.00 - 58.10 **DBNUM:** 658E

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.



Counties:

Union

Municipalities:

Hillside Twp

**NJDOT CIS Category:** 

**Bridge Assets** 

**RCIS Category:** 

Bridges

Sponsor:

NJDOT

Air Quality Code:

S19 (Exempt)

Est. Total Project Cost:

(Million) \$14.120

FY 2018 - 2021 TIP Cost: (Million) \$11.310

\$11.310

**PHASE** 

CON

2022-2027

# **Transportation Improvement Program Fiscal Years 2018 - 2021**

Name: Route 22, Westbound, Vicinity of Vaux Hall Road to West of Bloy Street

Mileposts: 56.00 - 56.43 DBNUM: 658B

This project will replace the structurally deficient Route 22 Eastbound at Hilldale Place ramp. The project also includes safety and operational improvements by providing a foreshortened deceleration lane for the Route 22 Westbound exit ramp to Vauxhall Road, and adding an Eastbound acceleration lane from Sayre Road that will allow traffic to safely exit/merge with mainline traffic. Upgrades to ramp radius will be investigated.



Counties:

Union

Municipalities:

Union Twp

**NJDOT CIS Category:** 

Safety Management

**RCIS Category:** 

Road Enhancement

Sponsor:

NJDOT

Air Quality Code:

S5, NR4 (Exempt)

**Est. Total Project Cost:** 

(Million) \$6.869

FY 2018 - 2021 TIP Cost: (Million) \$4.800

PHASE	SOURCE	2018	2019	2020	2021
CON	HSIP		\$4.800		
			\$4.800		

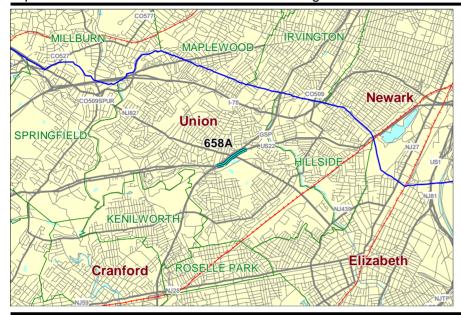
2022-2027

# **Transportation Improvement Program Fiscal Years 2018 - 2021**

Name: Route 22/Route 82/Garden State Parkway Interchange

**Mileposts:** 55.26 - 56.16 **DBNUM:** 658A

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



Counties:

Union

Municipalities:

Union Twp

**NJDOT CIS Category:** 

Safety Management

**RCIS Category:** 

Road Preservation

Sponsor:

NJDOT

Air Quality Code:

2025M (Non-Exempt)

Est. Total Project Cost:

(Million) \$22.245

FY 2018 - 2021 TIP Cost: (Million) \$11.100

PHASE	SOURCE	2018	2019	2020	2021
DES	STATE	\$2.500			
ROW	STATE		\$.600		
CON	NHPP				\$8.000
		\$2.500	\$.600		\$8.000

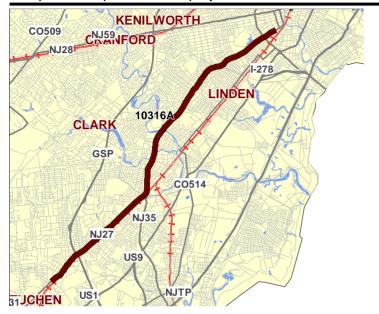
2022-2027
\$10.850
\$10.850

# **Transportation Improvement Program Fiscal Years 2018 - 2021**

Name: Route 27 ADA Ramps, Evergreen St to Elizabeth River

Mileposts: 23.8-33.4 DBNUM: 10316A

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



Counties:

Middlesex Union

Municipalities:

Edison Twp Woodbridge Twp

Rahway City

**NJDOT CIS Category:** 

Multimodal Programs

**RCIS Category:** 

Bike/Ped

Sponsor:

NJDOT

**Air Quality Code:** 

AQ2 (Exempt)

**Est. Total Project Cost:** 

(Million) \$13.636

FY 2018 - 2021 TIP Cost: (Million) \$10.600

11 2010 - 2021 11	11 2010 - 2021 TIF COSt. (WIIIIOII) \$10.000						
SOURCE	2018	2019	2020	2021			
NHPP		\$10.600					
		\$10.600					

Unconstrained Information Year

2022-2027

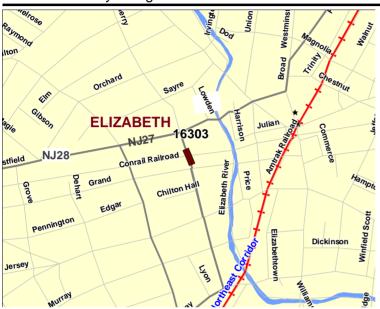
PHASE CON

# **Transportation Improvement Program Fiscal Years 2018 - 2021**

Name: Route 27 NB, Bridge over Former CNJRR (Abandoned)

**Mileposts:** 34.00 **DBNUM:** 16303

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 Redudant (Load Path) Two Truss Configuration. The bridge has a sufficiency rating of 44.8 and is considered Prioritization Catagory Number 2.



Counties:

Union

Municipalities:

Elizabeth City

**NJDOT CIS Category:** 

**Bridge Assets** 

**RCIS Category:** 

Bridges

Sponsor:

**NJDOT** 

**Air Quality Code:** 

O10a (Exempt)

**Est. Total Project Cost:** 

(Million) \$7.359

FY 2018 - 2021 TIP Cost: (Million) \$1.954

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PHASE	SOURCE	2018	2019	2020	2021
PE	STATE	\$.910			
DES	STATE		\$1.044		
CON	NHPP				
		\$.910	\$1.044		

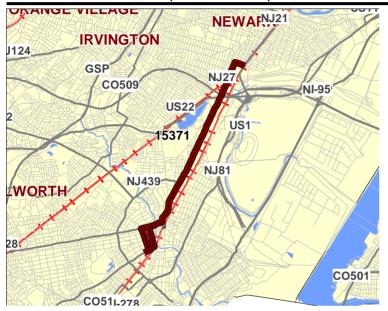
2022-2027
\$5.405
\$5.405

# **Transportation Improvement Program Fiscal Years 2018 - 2021**

Route 27, Dehart Place to Route 21 Name:

Mileposts: 33.4-38.53 **DBNUM:** 15371

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



#### Counties:

Union Essex

## Municipalities:

Elizabeth City Newark City

## **NJDOT CIS Category:**

**Road Assets** 

## **RCIS Category:**

Road Preservation

## Sponsor:

**NJDOT** 

## Air Quality Code:

S19 (Exempt)

#### **Est. Total Project Cost:**

(Million) \$13.377

FY 2018 - 2021 TIP Cost: (Million) \$13.264

PHASE	SOURCE	2018	2019	2020	2021
CON	NHPP			\$13.264	
				\$13.264	

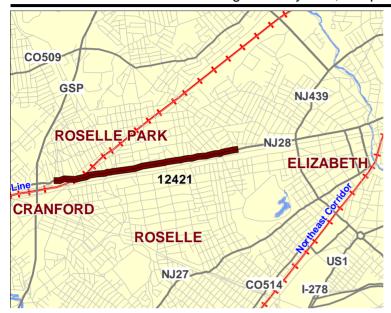
2022-2027

# **Transportation Improvement Program Fiscal Years 2018 - 2021**

Name: Route 28, Grove Street to Highland Avenue

Mileposts: 23.3-25.3 DBNUM: 12421

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



#### Counties:

Union

#### Municipalities:

Roselle Park Boro Elizabeth

City

## **NJDOT CIS Category:**

**Road Assets** 

## **RCIS Category:**

Road Preservation

## Sponsor:

**NJDOT** 

## **Air Quality Code:**

S10 (Exempt)

## **Est. Total Project Cost:**

(Million) \$13.949

FY 2018 - 2021 TIP Cost: (Million) \$12.111

PHASE	SOURCE	2018	2019	2020	2021
CON	NHPP		\$12.111		
			\$12.111		

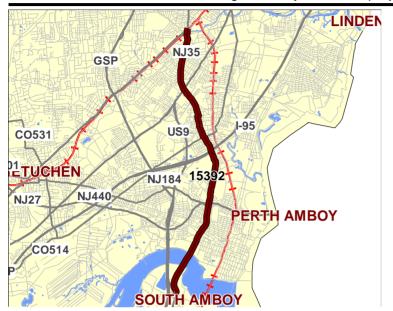
2022-2027	

# **Transportation Improvement Program Fiscal Years 2018 - 2021**

Name: Route 35, Route 9 to Colonia Boulevard

**Mileposts:** 50.6-58.07 **DBNUM:** 15392

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



#### Counties:

Middlesex Union

## Municipalities:

Sayreville Boro Perth Amboy City Woodbridge Twp Rahway City

## **NJDOT CIS Category:**

Road Assets

## **RCIS Category:**

Road Preservation

## Sponsor:

NJDOT

## Air Quality Code:

S19 (Exempt)

## **Est. Total Project Cost:**

(Million) \$10.672

FY 2018 - 2021 TIP Cost: (Million) \$1.180

	1 1 2010 2021 11	. 0001. (	Ψ	11100	
PHASE	SOURCE	2018	2019	2020	2021
PE	STATE	\$.430			
DES	STATE		\$.750		
CON	NHPP				
		\$.430	\$.750		

2022-2027
\$9.390
\$9.390

# **Transportation Improvement Program Fiscal Years 2018 - 2021**

Name: Route 82, Caldwell Avenue to Lehigh Avenue

**Mileposts:** 1.87 - 4.00 **DBNUM:** 11404

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



Counties:

Union

Municipalities:

Union Twp

**NJDOT CIS Category:** 

Safety Management

**RCIS Category:** 

Bike/Ped

Sponsor:

NJDOT

Air Quality Code:

AQ2 (Exempt)

**Est. Total Project Cost:** 

(Million) \$20.577

FY 2018 - 2021 TIP Cost: (Million) \$20.577

PHASE	SOURCE	2018	2019	2020	2021
DES	STATE		\$3.100		
ROW	STATE		\$.500		
CON	HSIP				\$16.977
			\$3.600		\$16.977

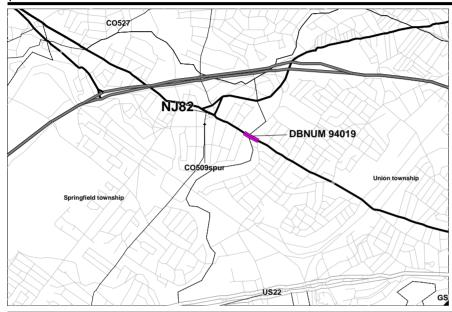
2022-2027

# **Transportation Improvement Program Fiscal Years 2018 - 2021**

Name: Route 82, Rahway River Bridge

**Mileposts:** 0.38 **DBNUM:** 94019

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



Counties:

Union

Municipalities: Springfield Twp

**NJDOT CIS Category:** 

**Bridge Assets** 

**RCIS Category:** 

**Bridges** 

Sponsor:

**NJDOT** 

Air Quality Code:

S19 (Exempt)

**Est. Total Project Cost:** 

(Million) \$9.500

FY 2018 - 2021 TIP Cost: (Million) \$1.350

PHASE	SOURCE	2018	2019	2020	2021
DES	STATE		\$1.100		
ROW	STATE				\$.250
CON	NHPP				
			\$1.100		\$.250

2022-2027
\$6.850
\$6.850

W A R R E N

# **Transportation Improvement Program Fiscal Years 2018 - 2021**

Name: ADA Central, Contract 3

Mileposts: N/A DBNUM: 15419

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



Counties:

Somerset Middlesex Hunterdon Warren

Municipalities:

Various

NJDOT CIS Category: Multimodal Programs

**RCIS Category:** 

Bike/Ped

Sponsor:

NJDOT

Air Quality Code:

AQ2 (Exempt)

**Est. Total Project Cost:** 

(Million) \$11.814

FY 2018 - 2021 TIP Cost: (Million) \$10.475

		<u> </u>	, ,		
PHASE	SOURCE	2018	2019	2020	2021
CON	STATE			\$10.475	
				\$10.475	

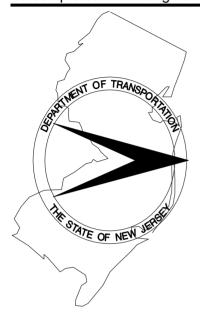
2022-2027

# **Transportation Improvement Program Fiscal Years 2018 - 2021**

Name: ADA North, Contract 1

Mileposts: N/A DBNUM: 15411

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



Counties:

Warren Morris

**Municipalities:** 

Knowlton Twp Mt Olive Twp

**Netcong Boro** 

**NJDOT CIS Category:** 

Multimodal Programs

**RCIS Category:** 

Bike/Ped

Sponsor:

NJDOT

Air Quality Code:

AQ2 (Exempt)

**Est. Total Project Cost:** 

(Million) \$8.466

FY 2018 - 2021 TIP Cost: (Million) \$6.000

PHASE	SOURCE	2018	2019	2020	2021
CON	STBGP		\$6.000		
			\$6.000		

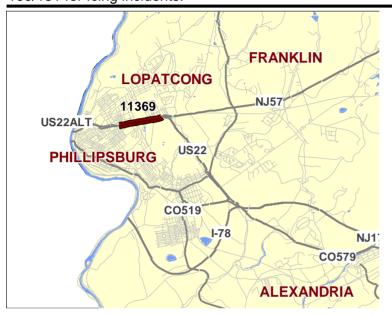
2022-2027

# **Transportation Improvement Program Fiscal Years 2018 - 2021**

Name: Route 22, Bates Avenue to Route 57

**Mileposts:** 1.1 - 2.1 **DBNUM:** 11369

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



#### Counties:

Warren

#### **Municipalities:**

Phillipsburg Town Lopatcong Twp

# NJDOT CIS Category:

Road Assets

## **RCIS Category:**

Road Preservation

## Sponsor:

NJDOT

## Air Quality Code:

S4 (Exempt)

## **Est. Total Project Cost:**

(Million) \$5.800

FY 2018 - 2021 TIP Cost: (Million) \$1.050

PHASE	SOURCE	2018	2019	2020	2021
PE	STATE		\$.300		
DES	STATE				\$.750
CON	NHPP				
			\$.300		\$.750

2022-2027
\$4.750
\$4.750

# **Transportation Improvement Program Fiscal Years 2018 - 2021**

Route 22, Rockfall Mitigation, Phillipsburg Name:

**Mileposts:** 0.2-0.6 **DBNUM:** 15442

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



Counties:

Warren

Municipalities: Phillipsburg Town

**NJDOT CIS Category:** 

Safety Management

**RCIS Category:** 

Safety

Sponsor:

NJDOT

Air Quality Code:

S2, S5 (Exempt)

**Est. Total Project Cost:** 

(Million) \$7.400

FY 2018 - 2021 TIP Cost: (Million) \$2.250

**PHASE** SOURCE 2018 2019 2020 2021 STATE \$2.250 \$2.250

Unconstrained **Information Year** 

2022-2027

CON

# **Transportation Improvement Program Fiscal Years 2018 - 2021**

Name: Route 31, Bridge over Furnace Brook

**Mileposts:** 46.83 **DBNUM:** 09325

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



Counties:

Warren

Municipalities:

Oxford Twp

**NJDOT CIS Category:** 

**Bridge Assets** 

**RCIS Category:** 

Bridges

Sponsor:

**NJDOT** 

Air Quality Code:

S19 (Exempt)

Est. Total Project Cost:

(Million) \$5.298

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

PHASE	SOURCE	2018	2019	2020	2021
DES	STATE	\$1.300			
ROW	STATE		\$.500		
CON	STATE				\$3.750
		\$1.300	\$.500		\$3.750

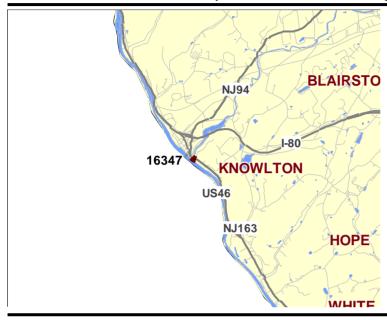
2022-2027

# **Transportation Improvement Program Fiscal Years 2018 - 2021**

Name: Route 46, Bridge over Paulins Kill

**Mileposts:** 0.74 **DBNUM:** 16347

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



Counties:

Warren

**Municipalities:** Knowlton Twp

**NJDOT CIS Category:** 

**Bridge Assets** 

**RCIS Category:** 

Bridges

Sponsor:

**NJDOT** 

Air Quality Code:

O10a (Exempt)

**Est. Total Project Cost:** 

(Million) \$12.925

FY 2018 - 2021 TIP Cost: (Million) \$1.675

PHASE	SOURCE	2018	2019	2020	2021
PE	STATE		\$.875		
DES	STATE				\$.800
CON	NHPP				
			\$.875		\$.800

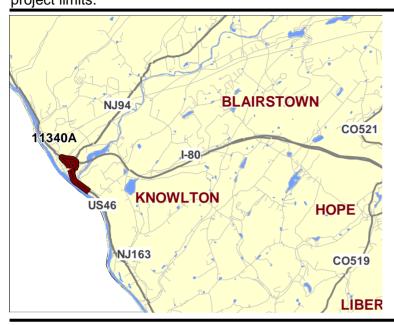
2022-2027
\$10.500
\$10.500

# **Transportation Improvement Program Fiscal Years 2018 - 2021**

Name: Route 46, Route 80 to Walnut Road

**Mileposts:** 0-1.4 **DBNUM:** 11340A

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



#### Counties:

Warren

## Municipalities:

**Knowlton Twp** 

## **NJDOT CIS Category:**

**Road Assets** 

## **RCIS Category:**

Road Preservation

# Sponsor:

NJDOT

## Air Quality Code:

S10 (Exempt)

## **Est. Total Project Cost:**

(Million) \$11.993

FY 2018 - 2021 TIP Cost: (Million) \$1.700

PHASE	SOURCE	2018	2019	2020	2021
PE	STATE	\$.600			
DES	STATE		\$1.100		
ROW	NHPP				
CON	NHPP				
		\$.600	\$1.100		

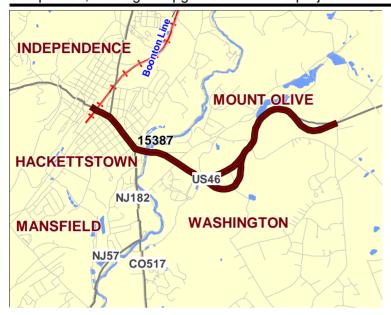
2022-2027
\$.500
\$7.700
\$8.200

# **Transportation Improvement Program Fiscal Years 2018 - 2021**

Name: Route 46, Stiger St to Sand Shore Rd/Naughright Road

Mileposts: 21.0-24.6 DBNUM: 15387

Initiated from the Pavement Management System, this project will include; resurfacing, ADA compliance, and signal upgrades within the project limits.



#### Counties:

Morris Warren

#### Municipalities:

Hackettstown Town Mount Olive Twp Washington Twp

## **NJDOT CIS Category:**

**Road Assets** 

## **RCIS Category:**

Road Preservation

#### Sponsor:

**NJDOT** 

## Air Quality Code:

S19 (Exempt)

## **Est. Total Project Cost:**

(Million) \$5.400

FY 2018 - 2021 TIP Cost: (Million) \$4.600

PHASE	SOURCE	2018	2019	2020	2021
CON	STATE	\$4.600			
	_	\$4.600			

2022-2027

# **Transportation Improvement Program Fiscal Years 2018 - 2021**

Name: Route 57, Bridge over Branch Lopatcong Creek

**Mileposts:** 1.91 **DBNUM:** 16345

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



Counties:

Warren

**Municipalities:** Lopatcong Twp

**NJDOT CIS Category:** 

**Bridge Assets** 

RCIS Category:

Bridges

Sponsor:

**NJDOT** 

Air Quality Code:

O10a (Exempt)

**Est. Total Project Cost:** 

(Million) \$1.995

FY 2018 - 2021 TIP Cost: (Million) \$0.300

PHASE	SOURCE	2018	2019	2020	2021
PE	STATE		\$.100		
DES	STATE				\$.200
CON	NHPP				
			\$.100		\$.200

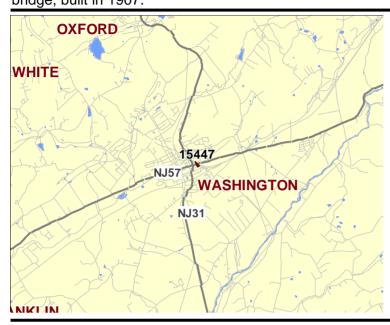
2022-2027
\$.945
\$.945

# **Transportation Improvement Program Fiscal Years 2018 - 2021**

Name: Route 57, Bridge over Shabbacong Creek

**Mileposts:** 11.120 **DBNUM:** 15447

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



Counties:

Warren

Municipalities:

Washington Boro

**NJDOT CIS Category:** 

**Bridge Assets** 

**RCIS Category:** 

Bridges

Sponsor:

NJDOT

Air Quality Code:

O10a (Exempt)

**Est. Total Project Cost:** 

(Million) \$4.450

FY 2018 - 2021 TIP Cost: (Million) \$4.450

Unconstrai	ned
Information	Year

		'			
PHASE	SOURCE	2018	2019	2020	2021
PE	STATE	\$.600			
DES	STATE		\$1.000		
ROW	STATE		\$.050		
CON	STATE				\$2.800
		\$.600	\$1.050		\$2.800

2022-2027

# **Transportation Improvement Program Fiscal Years 2018 - 2021**

Name: Route 57, CR 519 Intersection Improvement

**Mileposts:** 1.40 - 1.60 **DBNUM:** 97062B

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



Counties:

Warren

Municipalities:

Lopatcong Twp

**NJDOT CIS Category:** 

Congestion Relief

**RCIS Category:** 

Road Enhancement

Sponsor:

**NJDOT** 

Air Quality Code:

NR3 (Exempt)

**Est. Total Project Cost:** 

(Million) \$17.090

FY 2018 - 2021 TIP Cost: (Million) \$13.200

			······································		
PHASE	SOURCE	2018	2019	2020	2021
DES	DEMO	\$.600			
DES	NHPP	\$.900			
ROW	STATE	\$.900			
CON	NHPP			\$10.800	
		\$2.400		\$10.800	

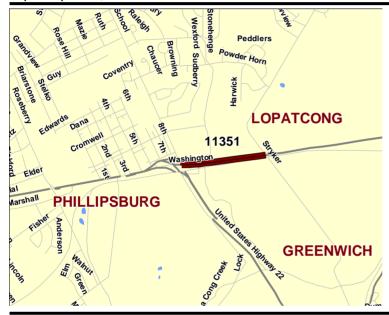
2022-2027

# **Transportation Improvement Program Fiscal Years 2018 - 2021**

Name: Route 57, Lopatcong Creek, Culvert Replacement

**Mileposts:** 0.2 - 0.3 **DBNUM:** 11351

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



#### Counties:

Warren

## Municipalities:

Lopatcong Twp

## **NJDOT CIS Category:**

**Bridge Assets** 

## **RCIS Category:**

**Bridges** 

## Sponsor:

**NJDOT** 

#### Air Quality Code:

S4 (Exempt)

#### **Est. Total Project Cost:**

(Million) \$3.270

FY 2018 - 2021 TIP Cost: (Million) \$0.950

	1 1 2010 - 2021 TH COSt. (WHITIOH) \$0.990					
PHASE	SOURCE	2018	2019	2020	2021	
PE	STATE	\$.400				
DES	STATE		\$.550			
ROW	NHPP					
CON	NHPP					
		\$.400	\$.550			

2022-2027
\$.200
\$2.120
\$2.320

## **Transportation Improvement Program Fiscal Years 2018 - 2021**

Name: Route 57/182/46, Hackettstown Mobility Improvements

**Mileposts:** 0 - 0.96 **DBNUM:** 9237

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



#### Counties:

Warren Morris

#### **Municipalities:**

Hackettstown Town Washington Twp

#### **NJDOT CIS Category:**

Congestion Relief

#### **RCIS Category:**

Road Enhancement

## Sponsor:

**NJDOT** 

#### **Air Quality Code:**

AQ2, NR1, NR2 (Exempt)

### **Est. Total Project Cost:**

(Million) \$3.103

FY 2018 - 2021 TIP Cost: (Million) \$3.103

F1 2018 - 2021 TIP COSt. (Million) \$3.103								
PHASE	SOURCE	2018	2019	2020	2021			
DES	STATE	\$.600						
ROW	STATE	\$.450						
CON	CMAQ		\$2.053					
		\$1.050	\$2.053					

Unconstrained Information Year

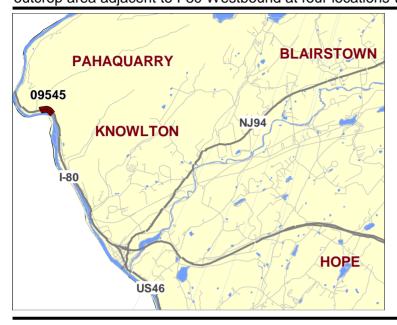
2022-2027

## **Transportation Improvement Program Fiscal Years 2018 - 2021**

Name: Route 80, WB Rockfall Mitigation, Hardwick Township

Mileposts: 1.04-1.35 DBNUM: 09545

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



Counties:

Warren

Municipalities:

Hardwick Twp

**NJDOT CIS Category:** 

Safety Management

**RCIS Category:** 

Safety

Sponsor:

NJDOT

Air Quality Code:

S4 (Exempt)

**Est. Total Project Cost:** 

Unconstrained

\$19.150

(Million) \$65.624

FY 2018 - 2021 TIP Cost: (Million) \$40.000

 Son)
 \$40.000
 Information Year

 219
 2020
 2021

 \$20.000
 \$20.000

 \$19.150

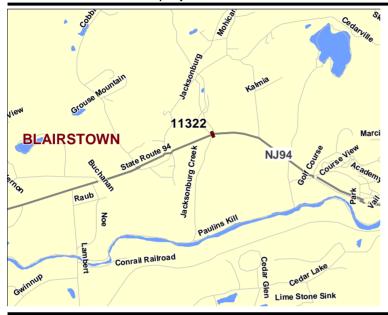
			, ,		
PHASE	SOURCE	2018	2019	2020	2021
CON	STATE			\$20.000	\$20.000
				\$20.000	\$20.000

## **Transportation Improvement Program Fiscal Years 2018 - 2021**

Name: Route 94, Bridge over Jacksonburg Creek

**Mileposts:** 7.946-7.954 **DBNUM:** 11322

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



#### Counties:

Warren

Municipalities:

Blairstown Twp

**NJDOT CIS Category:** 

**Bridge Assets** 

**RCIS Category:** 

Bridges

Sponsor:

**NJDOT** 

Air Quality Code:

S19 (Exempt)

**Est. Total Project Cost:** 

(Million) \$4.728

FY 2018 - 2021 TIP Cost: (Million) \$4.900

		1			
PHASE	SOURCE	2018	2019	2020	2021
DES	STATE		\$.900		
ROW	STATE			\$.300	
CON	STATE				\$3.700
			\$.900	\$.300	\$3.700

2022-2027

## **Transportation Improvement Program Fiscal Years 2018 - 2021**

Name: Route 173, Bridge over Pohatcong Creek

Mileposts: 1.40 - 1.60 **DBNUM:** 09320

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



Counties:

Warren

**Municipalities:** 

Greenwich Twp

**NJDOT CIS Category:** 

**Bridge Assets** 

**RCIS Category:** 

**Bridges** 

Sponsor:

**NJDOT** 

Air Quality Code:

S19 (Exempt)

**Est. Total Project Cost:** 

(Million) \$7.335

FY 2018 - 2021 TIP Cost: (Million) \$3.700

PHASE	SOURCE	2018	2019	2020	2021
CON	STATE	\$3.700			
		\$3.700			

Unconstrai	ned
Information	Year

2022-2027

# NJDOT REGIONWIDE PROJECTS AND PROGRAMS SUMMARY

## NJTPA Transportation Improvement Program Fiscal Years 2018 - 2021 Highway and Bridge Regionwide Programs Summary

	(\$ MIIIIOIIS)									
Project	DBNUM		2018 E COST		2019 E COST	FY 2 PHASE			2021 E COST	Page
ADA North, Contract 3	15413					CON	2.45			1
Bridge Deck/Superstructure Replacement Program	03304	ERC	36.10	ERC	35.00	ERC	35.00	ERC	35.00	1
Local Aid Consultant Services	10347			EC	1.20			EC	1.20	2
Local CMAQ Initiatives	X065	EC	7.50	EC	7.50	EC	7.50	EC	7.50	2
Local Concept Development Support	06326	PLS	2.93	PLS	2.93	PLS	2.93	PLS	2.93	3
Local County Aid, NJTPA	X41B1	ERC	105.47	ERC	105.47	ERC	105.47	ERC	105.47	3
Local Municipal Aid, NJTPA	X98B1	ERC	108.50	ERC	108.50	ERC	108.50	ERC	108.50	) 4
Local Preliminary Engineering	N1202	ERC	1.40	ERC	2.00	ERC	2.00	ERC	2.00	4
Local Safety/ High Risk Rural Roads Program	04314	ERC	17.00	ERC	17.00	ERC	17.00	ERC	17.00	5
Metropolitan Planning	X30A	PLS	18.37	PLS	20.58	PLS	18.81	PLS	20.81	5
NJTPA, Future Projects	N063	ERC	70.50	ERC	68.72	ERC	77.60	ERC	80.25	6
Rail-Highway Grade Crossing Program, Federal	X35A1	EC	6.50	EC	7.50	EC	8.00	EC	8.50	6
Resurfacing, Federal	99327A	ERC	10.00	ERC	1.00	ERC	21.00	ERC	30.00	7
Sign Structure Replacement Contract 2016-3	15335					CON	10.60			7
Transportation Alternatives Program	X107	ERC	12.50	ERC	12.50	ERC	12.50	ERC	12.50	8
Transportation Management Associations	11383	EC	4.26	EC	4.26	EC	4.26	EC	4.26	8

# NJDOT REGIONWIDE PROJECTS AND PROGRAMS DETAILS

## **Transportation Improvement Program Fiscal Years 2018 - 2021**

ADA North, Contract 3

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

NJDOT CIS Category: Multimodal Programs

RCIS Catgory: Bike/Ped

**Sponsor:** NJDOT

Air Quality Code: AQ2 (Exempt)

Unconstrained Information Year

2022-2027

**DBNUM:** 15413

	1 1 2010 - 2021 111 003t. (Willion) \$\psi_2.743							
PHASE	SOURCE	2018	2019	2020	2021			
CON	STATE			\$2.445				
				\$2.445				

FY 2018 - 2021 TIP Cost (Million) \$2 445

Bridge Deck/Superstructure Replacement Program DBNUM: 03304

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.

NJDOT CIS Category: Bridge Assets

RCIS Catgory: Bridges
Sponsor: NJDOT

Air Quality Code: S19 (Exempt)

2022-2027
\$6.000
\$24.000
\$420.000
\$450.000

	FY 2018 - 2021 TIP Cost: (Million) \$141.100						
PHASE	SOURCE	2018	2019	2020	2021		
ERC	BRIDGE-OFF	\$1.000	\$1.000	\$1.000	\$1.000		
ERC	NHPP	\$5.100	\$4.000	\$4.000	\$4.000		
ERC	NHPP	\$30.000	\$30.000	\$30.000	\$30.000		
		\$36.100	\$35.000	\$35.000	\$35.000		

## **Transportation Improvement Program Fiscal Years 2018 - 2021**

#### Local Aid Consultant Services

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

NJDOT CIS Category: Local System Support

RCIS Catgory: Other Sponsor: NJDOT

**PHASE** 

EC

Air Quality Code: O10a (Exempt)

FY 2018 - 2021 TIP Cost: (Million) \$2.400

1 1 2010 - 2021 111 COSt. (Willion) \$2.400							
SOURCE	2018	2019	2020	2021			
STBGP-NJ		\$1.200		\$1.200			
		\$1,200		\$1,200			

Unconstrained Information Year

**DBNUM:** 10347

2022-2027
\$3.600
\$3.600

**DBNUM**: X065

#### Local CMAQ Initiatives

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

NJDOT CIS Category: Congestion Relief

RCIS Catgory: TDM Sponsor: Local Lead

Air Quality Code: NA (Exempt)

FY 2018 - 2021 TIP Cost: (Million) \$30.000

			<u>, , , , , , , , , , , , , , , , , , , </u>		
PHASE	SOURCE	2018	2019	2020	2021
EC	CMAQ	\$7.500	\$7.500	\$7.500	\$7.500
		\$7.500	\$7.500	\$7.500	\$7.500

2022-2027
\$45.000
\$45.000

## **Transportation Improvement Program Fiscal Years 2018 - 2021**

Local Concept Development Support

**DBNUM:** 06326

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

NJDOT CIS Category: Local System Support

RCIS Catgory: Other Sponsor: NJDOT

Air Quality Code: O1 (Exempt)

Unconstrained **Information Year** 

2022	-2027
\$17	.550
\$17	550

**DBNUM:** X41B1

FY 2018 - 2021 TIP Cost: (Million) \$11.700

PHASE	SOURCE	2018	2019	2020	2021
PLS	STBGP-NJ	\$2.925	\$2.925	\$2.925	\$2.925
		\$2.925	\$2.925	\$2.925	\$2.925

Local County Aid, NJTPA

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

NJDOT CIS Category: Local System Support

RCIS Catgory: Other Sponsor: Local Lead

Air Quality Code: O10a (Exempt)

Unconstrained **Information Year** 

2022-2027		
\$610.740		
\$610.740		

FY 2018 - 2021 TIP Cost: (Million) \$421.880 PHASE SOURCE 2018 2019 2020 2021

,	0001102	20.0	_0.0	_0_0	202:
ERC	STATE	\$105.470	\$105.470	\$105.470	\$105.470
		\$105.470	\$105.470	\$105.470	\$105.470

## **Transportation Improvement Program Fiscal Years 2018 - 2021**

Local Municipal Aid, NJTPA

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

**NJDOT CIS Category:** Local System Support

RCIS Catgory: Other Sponsor: Local Lead

**PHASE** 

**ERC** 

Air Quality Code: O10c (Exempt)

FY 2018 - 2021 TIP Cost: (Million) \$434.000

SOURCE 2018 2019 2020 2021 STATE \$108.500 \$108.500 \$108.500 \$108.500 \$108.500 \$108.500 \$108.500 \$108.500

Unconstrained Information Year

DBNUM: X98B1

2022-2027			
\$626.790			
\$626.790			

**DBNUM:** N1202

Local Preliminary Engineering

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

NJDOT CIS Category: Local System Support

RCIS Catgory: Other Sponsor: NJTPA

**PHASE** 

**ERC** 

Air Quality Code: O10a (Exempt)

Unconstrained Information Year

2022-2027
\$12.000
\$12.000

11 2010 2021 111 00011 (111111011) \$711100					
SOURCE	2018	2019	2020	2021	
STBGP-NJ	\$1.400	\$2.000	\$2.000	\$2.000	
	\$1.400	\$2.000	\$2.000	\$2.000	

FY 2018 - 2021 TIP Cost: (Million) \$7,400

## **Transportation Improvement Program Fiscal Years 2018 - 2021**

Local Safety/ High Risk Rural Roads Program

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

NJDOT CIS Category: Local System Support

**RCIS Catgory:** Safety Sponsor: Local Lead

Air Quality Code: S6 (Exempt)

FY 2018 - 2021 TIP Cost: (Million) \$68.000

Unconstrained **Information Year** 2027

**DBNUM:** X30A

**DBNUM**: 04314

	2022-2027
00	\$102.000
00	\$102.000

PHASE	SOURCE	2018	2019	2020	2021
ERC	HSIP	\$17.000	\$17.000	\$17.000	\$17.000
		\$17.000	\$17.000	\$17.000	\$17.000

#### Metropolitan Planning

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

NJDOT CIS Category: Local System Support

RCIS Catgory: Other Sponsor: MPO

Air Quality Code: O10c (Exempt)

Unconstrained Information Year

2022-2027
\$59.340
\$17.526
\$42.000
\$118.866

	1 1 2010 - 2021 11	i Cost. (	willion, a	70.570	
PHASE	SOURCE	2018	2019	2020	2021
PLS	PL	\$9.452	\$9.660	\$9.890	\$9.890
PLS	PL-FTA	\$2.921	\$2.921	\$2.921	\$2.921
PLS	STBGP-NJ	\$6.000	\$8.000	\$6.000	\$8.000
		\$18.373	\$20.581	\$18.811	\$20.811

EV 2018 - 2021 TIP Cost: (Million) \$78 576

## **Transportation Improvement Program Fiscal Years 2018 - 2021**

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.

Projects and program funded by DB# N063 for the Local Lead TTF program:

Schalk's Crossing Road Bridge, CR 683 (00321), County Bridge, K0607, New Brunswick Road over Al's Brook (N1407), Waterloo Road over Musconetcong River (NS0107), County Route 537 Corridor, Section A, NJ Rt. 33 Business and Gravel Hill Road (NS0403), Gordon Street over "Out of Service" Conrail Branch, Replacement (NS0408), Delancy Street, Avenue I to Avenue P (NS0504), Monmouth County Bridges W7, W8, W9 over Glimmer Glass and Debbie's Creek (NS9306), Fifth Avenue Bridge (AKA Fair Lawn Avenue Bridge) over Passaic River (NS9606), Milford-Warren Glen Road, CR 519 (NS9703), Rumson Road over the Shrewsbury River, CR 520 (NS9706), Landing Road Bridge Over Morristown Line, CR 631 (NS9708), Two Bridges Road Bridge and West Belt Extension (NS9801), Openaki Road Bridge (NS9802), NY Susquehanna and Western Rail Line Bicycle/Pedestrian Path (NS9803), Church Street Bridge, CR 579 (NS9806), McClellan Street Underpass (NS9812)

NJDOT CIS Category: Local System Support

RCIS Catgory: Other Sponsor: NJTPA

Air Quality Code: O10c (Exempt)

FY 2018 - 2021 TIP Cost: (Million) \$297.065

**DBNUM:** N063

PHASE	SOURCE	2018	2019	2020	2021
ERC	STATE	\$70.000			
ERC	STBGP-NJ	\$.500	\$68.717	\$77.600	\$80.248
		\$70.500	\$68.717	\$77.600	\$80.248

2022-2027
\$529.239
\$529.239

DBNUM: X35A1

Rail-Highway Grade Crossing Program, Federal

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

NJDOT CIS Category: Safety Management

RCIS Catgory: Safety Sponsor: NJDOT

Air Quality Code: S1 (Exempt)

	FY 2018 - 2021 TIP Cost: (Million) \$30.500						
PHASE SOURCE 2018 2019 2020 20							
EC	RHC	\$6.500	\$7.500	\$8.000	\$8.500		
		\$6.500	\$7.500	\$8.000	\$8.500		

2	022-2027
	\$56.000
	\$56.000

## **Transportation Improvement Program Fiscal Years 2018 - 2021**

Resurfacing, Federal

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

NJDOT CIS Category: Road Assets RCIS Catgory: Road Preservation

**Sponsor**: NJDOT

Air Quality Code: S10 (Exempt)

FY 2018 - 2021 TIP Cost: (Million) \$62.000

Unconstrained **Information Year** 

**DBNUM**: 99327A

2022-2027	
\$60.000	
\$650.000	
\$160.000	
\$870.000	

**DBNUM:** 15335

	1 1 2010 2021 11		······	02.000	
PHASE	SOURCE	2018	2019	2020	2021
ERC	NHPP	\$10.000	\$1.000	\$1.000	\$10.000
ERC	NHPP				
ERC	STATE			\$20.000	\$20.000
		\$10.000	\$1.000	\$21.000	\$30.000

Sign Structure Replacement Contract 2016-3

Some of these sign structure had developed fatigue cracks and are in hazardous condition to vehicular traffic. Others on the lists were constructed using Aluminum material. It has been determined that these types of structures are more prone to fatigue than originally known and are near the end of their service life.

NJDOT CIS Category: Bridge Assets

RCIS Catgory: Bridges **Sponsor:** NJDOT

Air Quality Code: O10a. S19 (Exempt)

FY 2018 - 2021	IIP Cost:	(Million)	\$10.600
URCF	2018	2019	2020

		, , , , , , ,	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,		
PHASE	SOURCE	2018	2019	2020	2021
CON	STATE			\$10.600	
				\$10.600	

## **Transportation Improvement Program Fiscal Years 2018 - 2021**

Transportation Alternatives Program

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

NJDOT CIS Category: Local System Support

RCIS Catgory: Transp. Enhancements

**Sponsor**: NJDOT

**PHASE** 

**ERC** 

**ERC** 

Air Quality Code: O8 (Exempt)

FY 2018 - 2021 TIP Cost (Million) \$50,000

1 1 2010 2021 11	1 0031. (	ψ	30.000	
SOURCE	2018	2019	2020	2021
TAP	\$5.000	\$5.000	\$5.000	\$5.000
TAP	\$7.500	\$7.500	\$7.500	\$7.500
	\$12.500	\$12.500	\$12.500	\$12.500

Unconstrained **Information Year** 

**DBNUM:** X107

2022-2027
\$41.175
\$45.000
\$86.175

**DBNUM:** 11383

#### **Transportation Management Associations**

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

NJDOT CIS Category: Congestion Relief

RCIS Catgory: TDM Sponsor: NJDOT

Air Quality Code: AQ1 (Exempt)

FY 2018 - 2021 TIP Cost: (Million) \$17,020

	1 1 2010 2021 11	. 0001. (	ψ	11.020	
PHASE	SOURCE	2018	2019	2020	2021
EC	STBGP-NJ	\$4.255	\$4.255	\$4.255	\$4.255
		\$4.255	\$4.255	\$4.255	\$4.255

2022-2027
\$25.530
\$25.530

# NJDOT STATEWIDE PROJECTS AND PROGRAMS SUMMARY

## NJTPA Transportation Improvement Program Fiscal Years 2018 - 2021 Highway and Bridge Statewide Programs Summary

Project	DBNUM	FY 2 PHASE	2018 E COST	FY 2 PHASE		FY 2 PHASE		FY 2 PHASE		Page
Acquisition of Right of Way	X12	ROW	0.50	ROW	0.50	ROW	0.50	ROW	0.50	1
Active Traffic Management System (ATMS)	13303			ERC	6.00	ERC	7.00	ERC	13.00	1
ADA Curb Ramp Implementation	11344	ERC	3.00	ERC	3.00	ERC	3.00	ERC	3.00	2
Airport Improvement Program	08415	ERC	4.00	ERC	4.00	ERC	4.00	ERC	4.00	2
Asbestos Surveys and Abatements	04311	DES	0.50	DES	0.50	DES	0.50	DES	0.50	3
Betterments, Dams	01335	EC	0.40	EC	0.12	EC	0.42	EC	0.12	3
Betterments, Roadway Preservation	X72B	EC	15.00	EC	15.00	EC	15.00	EC	15.00	4
Betterments, Safety	X72C	EC	10.00	EC	10.00	EC	10.00	EC	10.00	4
Bicycle & Pedestrian Facilities/Accommodations	X185	ERC	6.00	ERC	6.00	ERC	6.00	ERC	6.00	5
Bridge Deck/Superstructure Replacement Program	03304	ERC	36.10	ERC	35.00	ERC	35.00	ERC	35.00	5
Bridge Emergency Repair	98315	EC	50.00	EC	55.00	EC	55.00	EC	55.00	6
Bridge Inspection	X07A	EC	24.75	EC	30.70	EC	23.50	EC	29.90	6
Bridge Maintenance and Repair, Movable Bridges	14404	EC	21.60	EC	28.50	EC	28.50	EC	28.50	7
Bridge Maintenance Fender Replacement	17357	ERC	9.00	ERC	9.00	ERC	9.00	ERC	9.00	7
Bridge Maintenance Scour Countermeasures	17358	ERC	9.00	ERC	9.00	ERC	9.00	ERC	9.00	8
Bridge Management System	X70	EC	0.95	EC	0.95	EC	0.95	EC	1.00	8
Bridge Preventive Maintenance	13323	EC	50.00	EC	55.00	EC	55.00	EC	55.00	9
Bridge Replacement, Future Projects	08381	ERC	7.60	ERC	25.44	ERC	25.61	ERC	37.50	9
Bridge Scour Countermeasures	98316	ERC	0.50	ERC	0.50	ERC	0.50	ERC	0.50	10
Capital Contract Payment Audits	98319	EC	1.00	EC	1.30	EC	1.30	EC	1.30	10
Congestion Relief, Intelligent Transportation System Improvements (Smart Move Program)	02379	ERC	2.00	ERC	2.00	ERC	2.00	ERC	2.00	11
Congestion Relief, Operational Improvements (Fast Move Program)	02378	EC	1.00	EC	1.00	EC	1.00	EC	1.00	11
Construction Inspection	X180	EC	9.00	EC	10.00	EC	10.00	EC	11.50	12
Construction Program IT System (TRNS.PORT)	05304	EC	0.75	EC	0.77	EC	0.80	EC	0.85	12
Crash Reduction Program	X242	EC	5.00	EC	5.00	EC	5.00	EC	5.00	13
Culvert Replacement Program	09316	ERC	3.00	ERC	3.00	ERC	3.00	ERC	3.00	13
DBE Supportive Services Program	X142	EC	0.33	EC	0.33	EC	0.33	EC	0.33	14
Design, Emerging Projects	X106	DES	12.00	DES	12.00	DES	12.00	DES	12.00	14
Design, Geotechnical Engineering Tasks	05342			DES	0.50	DES	0.50			15
Disadvantaged Business Enterprise	X197	EC	0.10	EC	0.10	EC	0.10	EC	0.10	15

Project (Statewide continued)	DBNUM	FY 2 PHASE		FY 2 PHASE		FY 2 PHASE		FY 2 PHASE		Page
Drainage Rehabilitation & Improvements	X154D	EC	5.00	EC	5.00	EC	5.00	EC	5.00	16
Drainage Rehabilitation and Maintenance, State	X154	EC	17.00	EC	17.00	EC	17.00	EC	17.00	16
Electrical Facilities	X241	EC	7.00	EC	7.00	EC	7.00	EC	7.00	17
Electrical Load Center Replacement, Statewide	04324	ERC	4.00	ERC	4.00	ERC	4.00	ERC	4.00	17
Emergency Management and Transportation Security Support	17360	ERC	1.50	ERC	1.50	ERC	1.50	ERC	1.50	18
Environmental Investigations	X75	EC	5.00	EC	5.00	EC	5.00	EC	5.00	18
Environmental Project Support	03309	ERC	0.50	ERC	0.50	ERC	0.50	ERC	0.50	19
Equipment (Vehicles, Construction, Safety)	X15	EC	22.00	EC	25.00	EC	25.00	EC	25.00	19
Equipment, Snow and Ice Removal	X15A	EC	8.00	EC	8.00	EC	8.00	EC	8.00	20
Ferry Program	00377	ERC	4.00	ERC	4.00	ERC	4.00	ERC	4.00	20
Highway Safety Improvement Program Planning	09388	PLS	4.00	PLS	4.00	PLS	4.00	PLS	4.00	21
Intelligent Traffic Signal Systems	15343	ERC	20.00	ERC	20.00	ERC	20.00	ERC	20.00	21
Intelligent Transportation System Resource Center	13304	EC	3.20	EC	3.20	EC	3.20	EC	3.20	22
Intersection Improvement Program (Project Implementation)	98333	ERC	3.25	ERC	5.25	ERC	5.25	ERC	5.25	22
Interstate Service Facilities	X151	EC	1.00	EC	1.00	EC	1.00	EC	1.00	23
Job Order Contracting Infrastructure Repairs, Statewide	13305	EC	10.00	EC	10.50	EC	11.03	EC	11.58	23
Legal Costs for Right of Way Condemnation	X137	EC	1.60	EC	1.60	EC	1.60	EC	1.60	24
Local Aid Grant Management System	06327	EC	0.16	EC	0.16	EC	0.16	EC	0.16	24
Local Aid, Infrastructure Fund	X186	ERC	30.10	ERC	30.10	ERC	30.10	ERC	30.10	25
Local Bridges, Future Needs	08387	ERC	47.30	ERC	47.30	ERC	47.30	ERC	47.30	25
Local Freight Impact Fund	17390	ERC	30.10	ERC	30.10	ERC	30.10	ERC	30.10	26
Local Municipal Aid, Urban Aid	X98Z	ERC	10.00	ERC	10.00	ERC	10.00	ERC	10.00	26
Maintenance & Fleet Management System	X196	EC	2.00	EC	2.00	EC	2.00	EC	2.00	27
Maritime Transportation System	01309	EC	9.00	EC	9.00	EC	9.00	EC	9.00	27
Minor Bridge Inspection Program	17341	EC	6.80	EC	6.80	EC	6.80	EC	6.80	28
Minority and Women Workforce Training Set Aside	07332	EC	1.00	EC	1.00	EC	1.00	EC	1.00	28
Mobility and Systems Engineering Program	13306	EC	16.00	EC	16.00	EC	16.00	EC	16.00	29
Motor Vehicle Crash Record Processing	X233	EC	2.00	EC	2.50	EC	2.50	EC	2.50	29
National Highway Freight Program	X34A									30
New Jersey Rail Freight Assistance Program	X34	EC	26.77	EC	28.40	EC	28.78	EC	29.04	30
New Jersey Scenic Byways Program	X200C	ERC	0.50	ERC	0.50	ERC	0.50	ERC	0.50	31
Orphan Bridge Reconstruction	99372	EC	4.00	EC	4.20	EC	4.41	EC	4.63	31
Park and Ride/Transportation Demand Management Program	X28B	EC	1.00	EC	1.00	EC	1.00	EC	1.00	32

Project (Statewide continued)	DBNUM	FY 2 PHASE	2018 COST	FY 2 PHASE		FY 2 PHASE		FY 2 PHASE		Page
Pavement Preservation	X51	EC	15.00	EC	15.00	EC	15.00	EC	15.00	32
Pedestrian Safety Improvement Program	06401	ERC	3.00	ERC	4.00	ERC	4.00	ERC	4.00	33
Physical Plant	X29	ERC	15.00	ERC	17.00	ERC	17.00	ERC	17.00	33
Planning and Research, Federal-Aid	X30	PLS	32.78	PLS	33.35	PLS	57.86	PLS	33.86	34
Planning and Research, State	X140	PLS	1.00	PLS	1.00	PLS	1.00	PLS	1.00	34
Pre-Apprenticeship Training Program for Minorities and Wome	en X135	EC	0.50	EC	0.50	EC	0.50	EC	0.50	35
Program Implementation Costs, NJDOT	X10	EC	102.00	EC	104.04	EC	106.12	EC	108.24	35
Project Development: Concept Development and Preliminary Engineering	10344	CD	5.00	CD	1.00	CD	1.00	CD	1.00	36
Project Management & Reporting System (PMRS)	05341	DES	0.80	DES	0.80	DES	0.80	DES	0.80	36
Project Management Improvement Initiative Support	17337	DES	0.41	DES	0.46	DES	0.47			37
Rail-Highway Grade Crossing Program, State	X35A	CON	5.20	CON	5.40	CON	5.60	CON	5.80	37
Recreational Trails Program	99409	ERC	0.90	ERC	0.90	ERC	0.90	ERC	0.90	38
Regional Action Program	X144	EC	2.00	EC	2.00	EC	2.00	EC	2.00	38
Restriping Program & Line Reflectivity Management System	X03A	EC	15.00	EC	17.00	EC	17.00	EC	17.00	39
Resurfacing Program	X03E	EC	100.00	EC	120.00	EC	120.00	EC	120.00	39
Resurfacing, Federal	99327A	ERC	10.00	ERC	1.00	ERC	21.00	ERC	30.00	40
Right of Way Database/Document Management System	05339	EC	0.20	EC	0.20	EC	0.20	EC	0.20	40
Right of Way Full-Service Consultant Term Agreements	05340	ROW	0.15	ROW	0.15	ROW	0.15	ROW	0.15	41
Rockfall Mitigation	X152	ERC	3.00	ERC	5.00	ERC	5.00	ERC	5.00	41
Safe Routes to School Program	99358	ERC	5.59	ERC	5.59	ERC	5.59	ERC	5.59	42
Safe Streets to Transit Program	06402	EC	1.00	EC	1.00	EC	1.00	EC	1.00	42
Salt Storage Facilities - Statewide	13307	ERC	3.50	ERC	1.50	ERC	1.50			43
Segment Improvement Program	15807	ERC	2.00	ERC	2.00	ERC	2.00	ERC	2.00	43
Sign Structure Inspection Program	X239	EC	3.50	EC	2.10	EC	2.10	EC	2.20	44
Sign Structure Rehabilitation/Replacement Program	X239A	ERC	5.00	ERC	5.00	ERC	5.00	ERC	5.00	44
Signs Program, Statewide	X39	EC	5.00	EC	5.00	EC	5.00	EC	5.00	45
Solid and Hazardous Waste Cleanup, Reduction and Disposa	I X160	EC	1.33	EC	1.33	EC	1.33	EC	1.33	45
State Police Enforcement and Safety Services	X150	EC	5.00	EC	5.00	EC	5.00	EC	5.00	46
Statewide Traffic Operations and Support Program	13308	EC	18.00	EC	18.00	EC	18.00	EC	18.00	46
Storm Water Asset Management	17353	ERC	3.10	ERC	3.26	ERC	3.40	ERC	3.60	47
Title VI and Nondiscrimination Supporting Activities	14300	EC	0.18	EC	0.18	EC	0.18	EC	0.18	47
Traffic Monitoring Systems	X66	PLS EC	12.90 4.90	PLS EC	12.90 1.00	PLS EC	12.90 1.00	PLS EC	12.90 5.90	48

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Project	(Statewide continued)	DBNUM		2018 E COST	FY 2 PHASE		FY 2 PHASE		FY 2 PHASE	_	Page
Traffic Signal	Replacement	X47	EC	9.00	EC	9.00	EC	9.00	EC	9.00	48
Training and	Employee Development	X244	EC	1.80			EC	1.80			49
Transit Village	e Program	01316	EC	1.00	EC	1.00	EC	1.00	EC	1.00	49
Transportatio	n Alternatives Program	X107	ERC	12.50	ERC	12.50	ERC	12.50	ERC	12.50	50
Transportatio	n Demand Management Program Support	X43	PLS	0.25	PLS	0.25	PLS	0.25	PLS	0.25	50
Transportatio	n Research Technology	X126	EC	0.78	EC	0.80	EC	0.90	EC	1.00	51
Unanticipated State	I Design, Right of Way and Construction Expenses,	X11	ERC	25.24	ERC	32.82	ERC	36.72	ERC	34.42	51
Utility Pole M	itigation	15344	EC	0.18	EC	0.18	EC	0.18	EC	0.18	52
Utility Reconn	naissance and Relocation	X182	EC	5.00	EC	5.00	EC	5.00	EC	5.00	52
Youth Employ	ment and TRAC Programs	X199	EC	0.35	EC	0.35	EC	0.35	EC	0.35	53

# NJDOT STATEWIDE PROJECTS AND PROGRAMS DETAILS

## **Transportation Improvement Program Fiscal Years 2018 - 2021**

#### Acquisition of Right of Way

DBNUM: X12

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.

**NJDOT CIS Category:** Capital Program Delivery

RCIS Catgory: Overhead

Sponsor: NJDOT

Air Quality Code: O10c (Exempt)

FY 2018 - 2021 TIP Cost: (Million) \$2.000

**Unconstrained Information Year** 

**DBNUM:** 13303

_	
21	2022-2027
00	\$3.000
00	\$3.000

			- , ,		
PHASE	SOURCE	2018	2019	2020	2021
ROW	STATE	\$.500	\$.500	\$.500	\$.500
		\$.500	\$.500	\$.500	\$.500

Active Traffic Management System (ATMS)

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

NJDOT CIS Category: Congestion Relief

RCIS Catgory: ITS Sponsor: NJDOT

Air Quality Code: S7,O7 (Exempt)

Unconstrained Information Year

			, .		
HASE	SOURCE	2018	2019	2020	2021
RC	CMAQ		\$6.000	\$7.000	\$13.000
			\$6.000	\$7.000	\$13.000

FY 2018 - 2021 TIP Cost: (Million) \$26.000

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	2022-2027
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## **Transportation Improvement Program Fiscal Years 2018 - 2021**

#### ADA Curb Ramp Implementation

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

**NJDOT CIS Category:** Multimodal Programs

RCIS Catgory: Bike/Ped

Sponsor: NJDOT

Air Quality Code: S6 (Exempt)

FY 2018 - 2021 TIP Cost: (Million) \$12.000

Information Yea					
	2022-2027				
	\$12.000				

\$6.000 \$18.000

**DBNUM**: 08415

Unconstrained

**DBNUM**: 11344

PHASE	SOURCE	2018	2019	2020	2021
ERC	STATE	\$2.000	\$2.000	\$2.000	\$2.000
ERC	STBGP	\$1.000	\$1.000	\$1.000	\$1.000
		\$3.000	\$3.000	\$3.000	\$3.000

#### Airport Improvement Program

This program provides funding for grants awarded by the Commissioner of the NJDOT pursuant to a competitive application process for project types, including but not limited to, safety, preservation, rehabilitation, and capital improvements (such as runway, taxiway and apron improvements, airport lighting and navigational aids, aviation fuel farms, automated weather observation systems, airport security, and airport access roads). Such grants may be used at public-use general aviation airports for; aviation planning purposes, aviation 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.

NJDOT CIS Category: Airport Assets

RCIS Catgory: Aviation Sponsor: NJDOT

Air Quality Code: O10a (Exempt)

Unconstrained Information Year

2022-2027 \$24.000 \$24.000

FY	2018 -	2021	TIP	Cost:	(Million)	\$16.000

PHASE	SOURCE	2018	2019	2020	2021
ERC	STATE	\$4.000	\$4.000	\$4.000	\$4.000
		\$4.000	\$4.000	\$4.000	\$4.000

## **Transportation Improvement Program Fiscal Years 2018 - 2021**

Asbestos Surveys and Abatements

**DBNUM:** 04311

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.

NJDOT CIS Category: Capital Program Delivery

RCIS Catgory: Overhead

Sponsor: NJDOT

Air Quality Code: O1 (Exempt)

FY 2018 - 2021 TIP Cost: (Million) \$2.000

	1 1 2010 2021 11		<del>,</del>		
PHASE	SOURCE	2018	2019	2020	2021
DES	STATE	\$.500	\$.500	\$.500	\$.500
		\$.500	\$.500	\$.500	\$.500

Unconstrained Information Year

2022-2027
\$3.000
\$3.000

**DBNUM:** 01335

Betterments, Dams

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

**NJDOT CIS Category:** Bridge Assets **RCIS Catgory:** Road Preservation

Sponsor: NJDOT

**PHASE** 

EC

Air Quality Code: O1 (Exempt)

1	2022-2027
0	\$1.660
0	\$1.660

FY 2018 - 2021 TIP Cost: (Million) \$1.060								
SOURCE	2018	2019	2020	2021				
STBGP	\$.400	\$.120	\$.420	\$.120				
	\$.400	\$.120	\$.420	\$.120				

## **Transportation Improvement Program Fiscal Years 2018 - 2021**

Betterments, Roadway Preservation

DBNUM: X72B

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.

NJDOT CIS Category: Road Assets RCIS Catgory: Road Preservation

Sponsor: NJDOT

Air Quality Code: S4 (Exempt)

FY 2018 - 2021 TIP Cost: (Million) \$60.000

Unconstrained Information Year

PHASE	SOURCE	2018	2019	2020	2021
EC	STATE	\$15.000	\$15.000	\$15.000	\$15.000
		\$15.000	\$15.000	\$15.000	\$15.000

2022-2027
\$90.000
\$90.000

**DBNUM: X72C** 

Betterments, Safety

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

NJDOT CIS Category: Safety Management

RCIS Catgory: Safety
Sponsor: NJDOT

Air Quality Code: S9 (Exempt)

FY 2018 - 2021 TIP Cost: (Million) \$40.000							
PHASE SOURCE 2018 2019 2020 2021							
EC	STATE	\$10.000	\$10.000	\$10.000	\$10.000		
		\$10.000	\$10.000	\$10.000	\$10.000		

2022-2027
\$60.000
\$60.000

## **Transportation Improvement Program Fiscal Years 2018 - 2021**

Bicycle & Pedestrian Facilities/Accommodations

**DBNUM**: X185

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.

**NJDOT CIS Category:** Multimodal Programs

RCIS Catgory: Bike/Ped

Sponsor: NJDOT

Air Quality Code: AQ2 (Exempt)

FY 2018 - 2021 TIP Cost: (Million) \$24.000

Unconstrained Information Year

2022-2027
\$15.000
\$6.000
\$15.000
\$36.000

**DBNUM:** 03304

		,	····· +		
PHASE	SOURCE	2018	2019	2020	2021
ERC	CMAQ	\$2.500	\$2.500	\$2.500	\$2.500
ERC	STATE	\$1.000	\$1.000	\$1.000	\$1.000
ERC	TAP	\$2.500	\$2.500	\$2.500	\$2.500
		\$6.000	\$6.000	\$6.000	\$6.000

#### Bridge Deck/Superstructure Replacement Program

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

**NJDOT CIS Category:** Bridge Assets

RCIS Catgory: Bridges
Sponsor: NJDOT

Air Quality Code: S19 (Exempt)

2022-202	7
\$6.000	
\$24.000	
\$420.000	)
\$450.000	)

FY 2018 - 2021 TIP Cost: (Million) \$141.	00
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PHASE	SOURCE	2018	2019	2020	2021
ERC	BRIDGE-OFF	\$1.000	\$1.000	\$1.000	\$1.000
ERC	NHPP	\$5.100	\$4.000	\$4.000	\$4.000
ERC	NHPP	\$30.000	\$30.000	\$30.000	\$30.000
		\$36.100	\$35.000	\$35.000	\$35.000

## **Transportation Improvement Program Fiscal Years 2018 - 2021**

#### Bridge Emergency Repair

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

**NJDOT CIS Category:** Bridge Assets

RCIS Catgory: Bridges
Sponsor: NJDOT

Air Quality Code: O9 (Exempt)

FY 2018 - 2021 TIP Cost: (Million) \$215.000

Unconstrained Information Year

**DBNUM:** 98315

2022-2027
\$330.000
\$330.000

**DBNUM:** X07A

PHASE	SOURCE	2018	2019	2020	2021
EC	STATE	\$50.000	\$55.000	\$55.000	\$55.000
		\$50.000	\$55.000	\$55.000	\$55.000

#### Bridge Inspection

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

NJDOT CIS Category: Bridge Assets

RCIS Catgory: Bridges
Sponsor: NJDOT

Air Quality Code: S1, S19 (Exempt)

2022-2027
\$36.050
\$85.600
\$58.250
\$179.900

FY 2018 - 2021 TIP Cost:	(Million) \$108.850
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PHASE	SOURCE	2018	2019	2020	2021
EC	BRIDGE-OFF	\$3.000	\$7.000	\$3.460	\$7.730
EC	NHPP	\$14.000	\$12.600	\$12.900	\$11.900
EC	STBGP	\$7.750	\$11.100	\$7.140	\$10.270
		\$24.750	\$30.700	\$23.500	\$29.900

## **Transportation Improvement Program Fiscal Years 2018 - 2021**

Bridge Maintenance and Repair, Movable Bridges

**DBNUM:** 14404

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 ondemand and adhere to drawbridge operation regulations pursuant to title 33, Code of Federal Regulations.

NJDOT CIS Category: Bridge Assets

RCIS Catgory: Bridges
Sponsor: NJDOT

Air Quality Code: S6 (Exempt)

FY 2018 - 2021 TIP Cost: (Million) \$107.100

Unconstrained Information Year

2022-2027
\$185.925
\$185.925

**DBNUM**: 17357

PHASE	SOURCE	2018	2019	2020	2021
EC	STATE	\$21.600	\$28.500	\$28.500	\$28.500
		\$21.600	\$28.500	\$28.500	\$28.500

Bridge Maintenance Fender Replacement

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

NJDOT CIS Category: Bridge Assets

RCIS Catgory: Bridges
Sponsor: NJDOT

Air Quality Code: NA (Exempt)

Unconstrained Information Year

2022-2027
\$30.000
\$24.000
\$54.000

DUACE	COURCE	2040	2040	2020	2024
PHASE	SOURCE	2018	2019	2020	2021
ERC	NHPP	\$5.000	\$5.000	\$5.000	\$5.000

ERC	NHPP	\$5.000	\$5.000	\$5.000	\$5.000
ERC	STBGP	\$4.000	\$4.000	\$4.000	\$4.000
		\$9.000	\$9.000	\$9.000	\$9.000

FY 2018 - 2021 TIP Cost: (Million) \$36.000

## **Transportation Improvement Program Fiscal Years 2018 - 2021**

Bridge Maintenance Scour Countermeasures

**DBNUM:** 17358

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.

NJDOT CIS Category: Bridge Assets

RCIS Catgory: Bridges
Sponsor: NJDOT

Air Quality Code: NA (Exempt)

FY 2018 - 2021 TIP Cost: (Million) \$36.000

Unconstrained Information Year

2022-2027
\$30.000
\$24.000
\$54.000

**DBNUM:** X70

		, , , , , ,	····· +		
PHASE	SOURCE	2018	2019	2020	2021
ERC	NHPP	\$5.000	\$5.000	\$5.000	\$5.000
ERC	STBGP	\$4.000	\$4.000	\$4.000	\$4.000
		\$9.000	\$9.000	\$9.000	\$9.000

Bridge Management System

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

NJDOT CIS Category: Bridge Assets

RCIS Catgory: Bridges
Sponsor: NJDOT

Air Quality Code: S19 (Exempt)

Unconstrained Information Year

2022-2027
\$6.150
\$6.150

			<u> </u>		
PHASE	SOURCE	2018	2019	2020	2021
EC	STBGP	\$.950	\$.950	\$.950	\$1.000
		\$.950	\$.950	\$.950	\$1.000

FY 2018 - 2021 TIP Cost: (Million) \$3.850

## **Transportation Improvement Program Fiscal Years 2018 - 2021**

#### Bridge Preventive Maintenance

This program provides funding for bridge preservation activities

(including painting, deck repairs, and substructure repairs) as a means of extending structure life. Painting contracts shall include painting of steel on various structures, as an anti-corrosion measure, and will be awarded based on an approved list of bridges considering the availability and regional breakdown of funding. Preventive maintenance contracts shall include deck repairs, header reconstruction, curb reconstruction, joint resealing, substructure concrete repairs, and sealing of entire

structures, with structures systematically prioritized by corridor or geographical area. Both painting and preventive maintenance contracts are awarded to preserve and prolong the useful service life of bridges, in accordance with the NJDOT Bridge Preventive Maintenance Program.

NJDOT CIS Category: Bridge Assets

RCIS Catgory: Bridges
Sponsor: NJDOT

Air Quality Code: NA (Exempt)

FY 2018 - 2021 TIP Cost: (Million) \$215.000

Unconstrained Information Year

**DBNUM:** 13323

2022-2027
\$90.000
\$180.000
\$60.000
\$330.000

**DBNUM: 08381** 

			· / +		
PHASE	SOURCE	2018	2019	2020	2021
EC	NHPP	\$15.000	\$15.000	\$15.000	\$15.000
EC	STATE	\$25.000	\$30.000	\$30.000	\$30.000
EC	STBGP	\$10.000	\$10.000	\$10.000	\$10.000
		\$50.000	\$55.000	\$55.000	\$55.000

Bridge Replacement, Future Projects

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

**NJDOT CIS Category:** Bridge Assets

RCIS Catgory: Bridges
Sponsor: NJDOT

Air Quality Code: S19 (Exempt)

2022-2027
\$251.364
\$426.613
\$677.977

FY 2018 - 2021 TI	P Cost:	(Million)	\$96.142

		<u> </u>	·		
PHASE	SOURCE	2018	2019	2020	2021
ERC	NHPP	\$6.000	\$2.800	\$3.572	\$15.458
ERC	STATE	\$1.600	\$22.638	\$22.038	\$22.038
		\$7.600	\$25.437	\$25.610	\$37.495

## **Transportation Improvement Program Fiscal Years 2018 - 2021**

#### Bridge Scour Countermeasures

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

NJDOT CIS Category: Bridge Assets

RCIS Catgory: Bridges
Sponsor: NJDOT

Air Quality Code: O5 (Exempt)

FY 2018 - 2021 TIP Cost: (Million) \$2.000

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PHASE	SOURCE	2018	2019	2020	2021
ERC	NHPP	\$.500	\$.500	\$.500	\$.500
		\$.500	\$.500	\$.500	\$.500

Unconstrained Information Year

**DBNUM:** 98316

2022-2027
\$3.000
\$3.000

**DBNUM: 98319** 

#### Capital Contract Payment Audits

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.

NJDOT CIS Category: Capital Program Delivery

RCIS Catgory: Overhead

Sponsor: NJDOT

Air Quality Code: O10a (Exempt)

FY 2018 - 2021 TIP Cost: (Million) \$4.900 Unconstrained Information Year

PHASE	SOURCE	2018	2019	2020	2021
EC	STATE	\$1.000	\$1.300	\$1.300	\$1.300
		\$1.000	\$1.300	\$1.300	\$1.300

2022-2027
\$7.800
\$7.800

# **Transportation Improvement Program Fiscal Years 2018 - 2021**

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

**DBNUM: 02379** 

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.

NJDOT CIS Category: Congestion Relief

RCIS Catgory: ITS Sponsor: NJDOT

Air Quality Code: S7 (Exempt)

FY 2018 - 2021 TIP Cost: (Million) \$8.000 Unconstrained Information Year

PHASE	SOURCE	2018	2019	2020	2021
ERC	STATE	\$2.000	\$2.000	\$2.000	\$2.000
		\$2.000	\$2.000	\$2.000	\$2.000

2022-2027
\$12.000
\$12.000

Congestion Relief, Operational Improvements (Fast Move Program) DBNUM: 02378

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

NJDOT CIS Category: Congestion Relief

RCIS Catgory: Road Enhancement

Sponsor: NJDOT

Air Quality Code: O10a (Exempt)

FY 2018 - 2021 TIP Cost: (Million) \$4.000

SOURCE PHASE 2018 2019 2020 2021 STATE \$1.000 \$1.000 \$1.000 \$1.000 EC \$1.000 \$1.000 \$1.000 \$1.000

2022-2027
\$6.000
\$6.000

# **Transportation Improvement Program Fiscal Years 2018 - 2021**

#### Construction Inspection

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

NJDOT CIS Category: Capital Program Delivery

RCIS Catgory: Overhead

Sponsor: NJDOT

**PHASE** 

**EC** 

Air Quality Code: O10a (Exempt)

FY 2018 - 2021 TIP Cost: (Million) \$40.500

FY 2018 - 2021 TIP COST: (WIIIION) \$40.500						
SOURCE 2018 2019 2020 202						
STATE	\$9.000	\$10.000	\$10.000	\$11.500		
	\$9.000	\$10.000	\$10.000	\$11.500		

Unconstrained Information Year

**DBNUM:** X180

2022-2027
\$69.000
\$69.000

**DBNUM**: 05304

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

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

NJDOT CIS Category: Capital Program Delivery

RCIS Catgory: Overhead

Sponsor: NJDOT

Air Quality Code: O10b (Exempt)

Unconstrained Information Year

**2022-2027** \$5.450 \$5.450

	1 1 2010 2021 TH 003t: (IIIIII 01) \$0.170					
PHASE	SOURCE	2018	2019	2020	2021	
EC	STATE	\$.750	\$.770	\$.800	\$.850	
		\$.750	\$.770	\$.800	\$.850	

FY 2018 - 2021 TIP Cost: (Million) \$3 170

# **Transportation Improvement Program Fiscal Years 2018 - 2021**

#### Crash Reduction Program

The state's Strategic Highway Safety Plan (SHSP) influences the decisions for investment planning. SHSP emphasis-areas guide problem identification in the Highway Safety Improvement Program (HSIP). The Crash Reduction Program (CRP) is a comprehensive program of safety improvements designed to improve conditions at locations identified by the HSIP. These enhancements may include; pavement improvements, protection or removal of fixed objects, and utility pole relocation or replacement. The CRP will also develop and implement a systemic approach to the installation of lane and roadway departure technologies, such as; rumble stripes 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.

NJDOT CIS Category: Safety Management

RCIS Catgory: Safety Sponsor: NJDOT

Air Quality Code: S6 (Exempt)

FY 2018 - 2021 TIP Cost: (Million) \$20.000

	Unconstrai	ned
	Information	Year
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DBNUM: X242

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PHASE	SOURCE	2018	2019	2020	2021
EC	HSIP	\$5.000	\$5.000	\$5.000	\$5.000
		\$5.000	\$5.000	\$5.000	\$5.000

2022-2027
\$30.000
\$30.000

**DBNUM: 09316** 

### Culvert Replacement Program

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

NJDOT CIS Category: Bridge Assets

RCIS Catgory: Bridges
Sponsor: NJDOT

Air Quality Code: S4 (Exempt)

Unconstrained Information Year

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PHASE	SOURCE	2018	2019	2020	2021
ERC	STATE	\$2.000	\$2.000	\$2.000	\$2.000
ERC	STBGP	\$1.000	\$1.000	\$1.000	\$1.000
		\$3.000	\$3.000	\$3.000	\$3.000

FY 2018 - 2021 TIP Cost: (Million) \$12.000

2022-2027
\$12.000
\$6.000
\$18.000

# **Transportation Improvement Program Fiscal Years 2018 - 2021**

**DBE Supportive Services Program** 

**DBNUM**: X142

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.

NJDOT CIS Category: Capital Program Delivery

RCIS Catgory: Overhead

Sponsor: NJDOT

Air Quality Code: O10b (Exempt)

FY 2018 - 2021 TIP Cost: (Million) \$1.320

Information Year			
	2022-2027		
	\$1.980		

\$1.980

Unconstrained

PHASE	SOURCE	2018	2019	2020	2021
EC	STBGP	\$.330	\$.330	\$.330	\$.330
		\$.330	\$.330	\$.330	\$.330

Docian Emorging Projects	DBNUM: X106
Design, Emerging Projects	

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

**NJDOT CIS Category:** Capital Program Delivery

RCIS Catgory: Overhead

Sponsor: NJDOT

Air Quality Code: O10c (Exempt)

2022-2027
\$66.000
\$6.000
\$72,000

FY 2018 - 2021 TIP Cost:	(Million) \$48.000	
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PHASE	SOURCE	2018	2019	2020	2021
DES	STATE	\$11.000	\$11.000	\$11.000	\$11.000
DES	STBGP	\$1.000	\$1.000	\$1.000	\$1.000
		\$12.000	\$12.000	\$12.000	\$12.000

# **Transportation Improvement Program Fiscal Years 2018 - 2021**

Design, Geotechnical Engineering Tasks

**DBNUM:** 05342

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.

NJDOT CIS Category: Capital Program Delivery

RCIS Catgory: Overhead

Sponsor: NJDOT

Air Quality Code: O1, O10a (Exempt)

FY 2018 - 2021 TIP Cost: (Million) \$1.000 Unconstrained Information Year

PHASE	SOURCE	2018	2019	2020	2021
DES	STATE		\$.500	\$.500	
			\$.500	\$.500	

2022-2027
\$2.000
\$2.000

**DBNUM**: X197

### Disadvantaged Business Enterprise

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

**NJDOT CIS Category:** Capital Program Delivery

RCIS Catgory: Overhead

Sponsor: NJDOT

Air Quality Code: O10c (Exempt)

FY 2018 - 2021 TIP Cost: (Million) \$0.400

1 1 2010 2021 111 00011 (111111011) \$01100						
PHASE	SOURCE	2018	2019	2020	2021	
EC	STBGP	\$.100	\$.100	\$.100	\$.100	
		\$.100	\$.100	\$.100	\$.100	

2022-2027
\$.600
\$.600

# **Transportation Improvement Program Fiscal Years 2018 - 2021**

Drainage Rehabilitation & Improvements

DBNUM: X154D

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

NJDOT CIS Category: Road Assets RCIS Catgory: Road Preservation

Sponsor: NJDOT

Air Quality Code: S4 (Exempt)

Unconstrained Information Year

1 1 2010 - 2021 TH COSt. (MILION) \$20.000						
HASE	SOURCE	2018	2019	2020	2021	
C	STBGP	\$5.000	\$5.000	\$5.000	\$5.000	
		\$5.000	\$5,000	\$5,000	\$5.000	

EV 2018 - 2021 TIP Cost: (Million) \$20,000

2022-2027
\$30.000
\$30.000

**DBNUM**: X154

Drainage Rehabilitation and Maintenance, State

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

NJDOT CIS Category: Road Assets RCIS Catgory: Road Preservation

Sponsor: NJDOT

Air Quality Code: S4 (Exempt)

Unconstrained Information Year

PHASE	SOURCE	2018	2019	2020	2021
EC	STATE	\$17.000	\$17.000	\$17.000	\$17.000
		\$17.000	\$17.000	\$17.000	\$17.000

FY 2018 - 2021 TIP Cost: (Million) \$68.000

2022-2027
\$102.000
\$102.000

# **Transportation Improvement Program Fiscal Years 2018 - 2021**

#### **Electrical Facilities**

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

NJDOT CIS Category: Road Assets

RCIS Catgory: Overhead

Sponsor: NJDOT

**PHASE** 

Air Quality Code: S18, O7 (Exempt)

FY 2018 - 2021 TIP Cost: (Million) \$28.000

FY 2018 - 2021 TIP COSt: (Willion) \$28.000								
SOURCE	2018	2019	2020	2021				
STATE	\$7.000	\$7.000	\$7.000	\$7.000				
	\$7.000	\$7.000	\$7.000	\$7.000				

Unconstrained Information Year

**DBNUM:** X241

2022-2027
\$42.000
\$42.000

**DBNUM:** 04324

## Electrical Load Center Replacement, Statewide

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

NJDOT CIS Category: Road Assets

RCIS Catgory: Safety
Sponsor: NJDOT

Air Quality Code: S18 (Exempt)

FY 2018 - 2021 TIP Cost: (Million) \$16.000							
PHASE SOURCE 2018 2019 2020 2021							
ERC	STATE	\$4.000	\$4.000	\$4.000	\$4.000		
		\$4.000	\$4.000	\$4.000	\$4.000		

2022-2027
\$24.000
\$24.000

# **Transportation Improvement Program Fiscal Years 2018 - 2021**

Emergency Management and Transportation Security Support

**DBNUM:** 17360

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.

NJDOT CIS Category: Capital Program Delivery

RCIS Catgory: Overhead

Sponsor: NJDOT

Air Quality Code: NA (Exempt)

FY 2018 - 2021 TIP Cost: (Million) \$6.000

Unconstrained **Information Year** 

PHASE	SOURCE	2018	2019	2020	2021
ERC	STATE	\$1.500	\$1.500	\$1.500	\$1.500
		\$1.500	\$1.500	\$1.500	\$1.500

2022-2027				
\$9.000				
\$9.000				

DBNUM: X75

#### **Environmental Investigations**

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

**NJDOT CIS Category:** Capital Program Delivery

RCIS Catgory: Environment/Air Quality

Sponsor: NJDOT

Air Quality Code: O1 (Exempt)

FY 2018 - 2021 TIP Cost: (Million) \$20.000								
PHASE SOURCE 2018 2019 2020 2021								
EC	STATE	\$5.000	\$5.000	\$5.000	\$5.000			
	\$5.000 \$5.000 \$5.000 \$5.000							

2022-2027
\$30.000
\$30.000

# **Transportation Improvement Program Fiscal Years 2018 - 2021**

#### **Environmental Project Support**

**DBNUM**: 03309

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.

NJDOT CIS Category: Capital Program Delivery

RCIS Catgory: Environment/Air Quality

Sponsor: NJDOT

Air Quality Code: O1 (Exempt)

FY 2018 - 2021 TIP Cost: (Million) \$2.000 Unconstrained Information Year

(						
PHASE	SOURCE	2018	2019	2020	2021	
ERC	STATE	\$.500	\$.500	\$.500	\$.500	
		\$.500	\$.500	\$.500	\$.500	

2022-2027
\$3.600
\$3.600

**DBNUM:** X15

## Equipment (Vehicles, Construction, Safety)

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

**NJDOT CIS Category:** Transportation Support Facilities

RCIS Catgory: Overhead

Sponsor: NJDOT

Air Quality Code: O10c (Exempt)

FY 2018 - 2021 TIP Cost: (Million) \$97.000 Unconstrained Information Year

PHASE	SOURCE	2018	2019	2020	2021
EC	STATE	\$22.000	\$25.000	\$25.000	\$25.000
		\$22.000	\$25.000	\$25.000	\$25.000

2022-2027	,
\$150.000	
\$150.000	

# **Transportation Improvement Program Fiscal Years 2018 - 2021**

Equipment, Snow and Ice Removal

DBNUM: X15A

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.

**NJDOT CIS Category:** Transportation Support Facilities

RCIS Catgory: Overhead

Sponsor: NJDOT

Air Quality Code: S6 (Exempt)

FY 2018 - 2021 TIP Cost: (Million) \$32.000

Unconstrained Information Year

PHASE	SOURCE	2018	2019	2020	2021
EC	STATE	\$8.000	\$8.000	\$8.000	\$8.000
		\$8.000	\$8.000	\$8.000	\$8.000

2022-2027
\$48.000
\$48.000

Ferry Program

**DBNUM**: 00377

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

**NJDOT CIS Category:** Multimodal Programs

RCIS Catgory: Transit Enhancement

Sponsor: NJDOT

Air Quality Code: MT1, MT8, MT10 (Exempt)

FY 2018 - 2021 TIP Cost: (Million) \$16.000							
PHASE SOURCE 2018 2019 2020 202							
ERC	FBP	\$4.000	\$4.000	\$4.000	\$4.000		
		\$4.000	\$4.000	\$4.000	\$4.000		

2022-2027
\$24.000
\$24.000

# **Transportation Improvement Program Fiscal Years 2018 - 2021**

Highway Safety Improvement Program Planning

**DBNUM:** 09388

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.

**NJDOT CIS Category:** Safety Management

RCIS Catgory: Safety
Sponsor: NJDOT

Air Quality Code: S6 (Exempt)

FY 2018 - 2021 TIP Cost: (Million) \$16.000

Unconstrained Information Year

			<u>, , , , , , , , , , , , , , , , , , , </u>		
ASE	SOURCE	2018	2019	2020	2021
S	HSIP	\$4.000	\$4.000	\$4.000	\$4.000
		\$4.000	\$4.000	\$4.000	\$4.000

2022-2027
\$24.000
\$24.000

**DBNUM:** 15343

## Intelligent Traffic Signal Systems

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

NJDOT CIS Category: Congestion Relief

RCIS Catgory: ITS Sponsor: NJDOT

**PHASE** 

**ERC** 

Air Quality Code: NR2 (Exempt)

••••	ioimation rea
	2022-2027
	\$150.000
	\$150.000

FY 2018 - 2021 TIP Cost: (Million) \$80.000						
SOURCE	2018	2019	2020	2021		
CMAQ	\$20.000	\$20.000	\$20.000	\$20.000		
	\$20.000	\$20.000	\$20.000	\$20.000		

# **Transportation Improvement Program Fiscal Years 2018 - 2021**

Intelligent Transportation System Resource Center

**DBNUM:** 13304

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.

NJDOT CIS Category: Congestion Relief

RCIS Catgory: ITS Sponsor: NJDOT

Air Quality Code: O10b (Exempt)

FY 2018 - 2021 TIP Cost: (Million) \$12.800

Unconstrained Information Year 2022-2027

PHASE	SOURCE	2018	2019	2020	2021
EC	STBGP	\$3.200	\$3.200	\$3.200	\$3.200
		\$3.200	\$3.200	\$3.200	\$3.200

2022-2027
\$19.200
\$19.200

**DBNUM:** 98333

Intersection Improvement Program (Project Implementation)

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

NJDOT CIS Category: Safety Management

RCIS Catgory: Safety
Sponsor: NJDOT

Air Quality Code: S6 (Exempt)

Unconstrained Information Year

		•	, .		
PHASE	SOURCE	2018	2019	2020	2021
ERC	HSIP	\$3.000	\$5.000	\$5.000	\$5.000
ERC	STATE	\$.250	\$.250	\$.250	\$.250
		\$3.250	\$5.250	\$5.250	\$5.250

FY 2018 - 2021 TIP Cost: (Million) \$19.000

2022-2027
\$30.000
\$1.500
\$31.500

# **Transportation Improvement Program Fiscal Years 2018 - 2021**

Interstate Service Facilities

**DBNUM:** X151

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

NJDOT CIS Category: Road Assets RCIS Catgory: Road Enhancement

Sponsor: NJDOT

Air Quality Code: S15 (Exempt)

Unconstrained Information Year

	1 1 2010 2021 11	. 000. (		11000	
PHASE	SOURCE	2018	2019	2020	2021
EC	STATE	\$1.000	\$1.000	\$1.000	\$1.000
		\$1.000	\$1.000	\$1.000	\$1.000

FY 2018 - 2021 TIP Cost: (Million) \$4,000

2022-2027
\$6.000
\$6.000

**DBNUM**: 13305

Job Order Contracting Infrastructure Repairs, Statewide

This program implements the use of Job Order Contracting to better manage and control costs associated with transportation infrustructure 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.

NJDOT CIS Category: Bridge Assets

RCIS Catgory: Bridges
Sponsor: NJDOT

**PHASE** 

**EC** 

Air Quality Code: S19 (Exempt)

Unconstrained Information Year

**2022-2027** \$82.678 \$82.678

FY 2018 - 2021 TI	P Cost: (	Million) \$	43.101	
SOURCE	2018	2019	2020	2021
STBGP	\$10.000	\$10.500	\$11.025	\$11.576
	\$10,000	\$10,500	\$11.025	\$11 576

# **Transportation Improvement Program Fiscal Years 2018 - 2021**

Legal Costs for Right of Way Condemnation

**DBNUM:** X137

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

NJDOT CIS Category: Capital Program Delivery

RCIS Catgory: Overhead

Sponsor: NJDOT

Air Quality Code: O3 (Exempt)

Unconstrained Information Year

	FY 2018 - 2021 TI	P Cost: (	Million) \$	6.400	
PHASE	SOURCE	2018	2019	2020	2021
EC	STATE	\$1.600	\$1.600	\$1.600	\$1.600
		\$1.600	\$1.600	\$1.600	\$1.600

2022-2027
\$9.600
\$9.600

**DBNUM: 06327** 

Local Aid Grant Management System

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

NJDOT CIS Category: Local System Support

RCIS Catgory: Other Sponsor: NJDOT

Air Quality Code: O10a (Exempt)

Unconstrained Information Year

			- , ,		
PHASE	SOURCE	2018	2019	2020	2021
EC	STATE	\$.160	\$.160	\$.160	\$.160
		\$.160	\$.160	\$.160	\$.160

FY 2018 - 2021 TIP Cost: (Million) \$0.640

2022-2027
\$.960
\$.960

# **Transportation Improvement Program Fiscal Years 2018 - 2021**

Local Aid, Infrastructure Fund

**DBNUM**: X186

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).

NJDOT CIS Category: Local System Support

RCIS Catgory: Other Sponsor: Local Lead

Air Quality Code: O10c (Exempt)

FY 2018 - 2021 TIP Cost: (Million) \$120,400 Unconstrained Information Year

		· · · · · · · · · · · · · · · · · · ·	· · · · · · · · · · · · · · · · · · ·		
PHASE	SOURCE	2018	2019	2020	2021
ERC	STATE	\$30.100	\$30.100	\$30.100	\$30.100
		\$30.100	\$30.100	\$30.100	\$30.100

2022-2027
\$174.300
\$174.300

**DBNUM:** 08387

Local Bridges, Future Needs

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

NJDOT CIS Category: Local System Support

RCIS Catgory: Bridges
Sponsor: NJDOT

Air Quality Code: S19 (Exempt)

FY 2018 - 2021 TIP Cost: (Million) \$189.200 Unconstrained Information Year

			· , ,		
PHASE	SOURCE	2018	2019	2020	2021
ERC	STATE	\$47.300	\$47.300	\$47.300	\$47.300
		\$47.300	\$47.300	\$47.300	\$47.300

2022-2027
\$273.900
\$273.900

# **Transportation Improvement Program Fiscal Years 2018 - 2021**

Local Freight Impact Fund

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

NJDOT CIS Category: Local System Support

RCIS Catgory: Freight Sponsor: NJDOT

Air Quality Code: NA (Exempt)

FY 2018 - 2021 TIP Cost: (Million) \$120.400

	1 1 2010 2021 11		ү	1201100	
PHASE	SOURCE	2018	2019	2020	2021
ERC	STATE	\$30.100	\$30.100	\$30.100	\$30.100
		\$30.100	\$30.100	\$30.100	\$30.100

Unconstrained Information Year

**DBNUM:** 17390

2022-2027
\$174.300
\$174.300

**DBNUM:** X98Z

Local Municipal Aid, Urban Aid

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

NJDOT CIS Category: Local System Support

RCIS Catgory: Other Sponsor: Local Lead

Air Quality Code: O10c (Exempt)

1	2022-202
	\$60.000
	\$60.000

	FY 2018 - 2021 TI	P Cost: (	Million) \$	40.000	
PHASE	SOURCE	2018	2019	2020	2021
ERC	STATE	\$10.000	\$10.000	\$10.000	\$10.000
		\$10.000	\$10.000	\$10.000	\$10.000

# **Transportation Improvement Program Fiscal Years 2018 - 2021**

Maintenance & Fleet Management System

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

**NJDOT CIS Category:** Transportation Support Facilities

RCIS Catgory: Road Preservation

Sponsor: NJDOT

Air Quality Code: O10c (Exempt)

FY 2018 - 2021 TIP Cost: (Million) \$8.000

Unconstrained Information Year

**DBNUM**: X196

2022-2027
\$12.000
\$12.000

**DBNUM**: 01309

PHASE	SOURCE	2018	2019	2020	2021
EC	STATE	\$2.000	\$2.000	\$2.000	\$2.000
	_	\$2.000	\$2.000	\$2.000	\$2.000

Maritime Transportation System

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

NJDOT CIS Category: Multimodal Programs

RCIS Catgory: Freight Sponsor: NJDOT

Air Quality Code: O10a (Exempt)

2022-2027
\$54.000
\$54.000

FΥ	2018 -	2021	TIP	Cost:	(Million)	\$36.000

PHASE	SOURCE	2018	2019	2020	2021
EC	STATE	\$9.000	\$9.000	\$9.000	\$9.000
		\$9.000	\$9.000	\$9.000	\$9.000

# **Transportation Improvement Program Fiscal Years 2018 - 2021**

Minor Bridge Inspection Program

**DBNUM:** 17341

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

NJDOT CIS Category: Bridge Assets

RCIS Catgory: Bridges
Sponsor: NJDOT

Air Quality Code: NA (Exempt)

FY 2018 - 2021 TIP Cost: (Million) \$27.200

Unconstrained Information Year

PHASE	SOURCE	2018	2019	2020	2021
EC	STATE	\$6.800	\$6.800	\$6.800	\$6.800
EC	STBGP				
		\$6.800	\$6.800	\$6.800	\$6.800

2022-2027
\$41.400
\$41.400

**DBNUM:** 07332

Minority and Women Workforce Training Set Aside

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

**NJDOT CIS Category:** Capital Program Delivery

RCIS Catgory: Overhead

Sponsor: NJDOT

Air Quality Code: O10b (Exempt)

2022-2027
\$6.000
\$6.000

FY 2018 - 2021	TIP Cost:	(Million)	\$4.000

			· , ,		
PHASE	SOURCE	2018	2019	2020	2021
EC	STATE	\$1.000	\$1.000	\$1.000	\$1.000
		\$1.000	\$1.000	\$1.000	\$1.000

## **Transportation Improvement Program Fiscal Years 2018 - 2021**

#### Mobility and Systems Engineering Program

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

NJDOT CIS Category: Congestion Relief

RCIS Catgory: ITS Sponsor: NJDOT

Air Quality Code: S7, O7, O10b (Exempt)

FY 2018 - 2021 TIP Cost: (Million) \$64,000

Unconstrained
Information Year

**DBNUM: 13306** 

)21	2022-2027
3.000	\$78.000
.500	\$9.000
.500	\$9.000
000.	\$96.000

	1 1 2010 2021 11	. <b></b>	ψ		
PHASE	SOURCE	2018	2019	2020	2021
EC	NHPP	\$13.000	\$13.000	\$13.000	\$13.000
EC	STATE	\$1.500	\$1.500	\$1.500	\$1.500
EC	STBGP	\$1.500	\$1.500	\$1.500	\$1.500
		\$16.000	\$16.000	\$16.000	\$16.000

# **Transportation Improvement Program Fiscal Years 2018 - 2021**

Motor Vehicle Crash Record Processing

**DBNUM:** X233

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

NJDOT CIS Category: Safety Management

RCIS Catgory: Safety Sponsor: NJDOT

Air Quality Code: S12 (Exempt)

FY 2018 - 2021 TIP Cost: (Million) \$9.500

Unconstrained Information Year

2022-2027
\$15.000
\$15.000

**DBNUM:** X34A

			· , ,		
PHASE	SOURCE	2018	2019	2020	2021
EC	HSIP	\$2.000	\$2.500	\$2.500	\$2.500
		\$2.000	\$2.500	\$2.500	\$2.500

### National Highway Freight Program

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

NJDOT CIS Category: Multimodal Programs

RCIS Catgory: Freight Sponsor: NJDOT

Air Quality Code: S6 (Exempt)

Unconstrained Information Year

> **2022-2027** \$144.386 \$144.386

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

		<u> </u>	γ		
PHASE	SOURCE	2018	2019	2020	2021
ERC	NHFP-HWY				

# **Transportation Improvement Program Fiscal Years 2018 - 2021**

New Jersey Rail Freight Assistance Program

DBNUM: X34

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.

NJDOT CIS Category: Multimodal Programs

RCIS Catgory: Freight Sponsor: NJDOT

Air Quality Code: O8 (Exempt)

FY 2018 - 2021 TIP Cost: (Million) \$112.991

Unconstrained Information Year

PHASE	SOURCE	2018	2019	2020	2021
EC	NHFP-RAIL	\$1.771	\$3.399	\$3.777	\$4.044
EC	STATE	\$25.000	\$25.000	\$25.000	\$25.000
		\$26.771	\$28.399	\$28.777	\$29.044

2022-2027
\$31.049
\$150.000
\$181.049

DBNUM: X200C

#### New Jersey Scenic Byways Program

This program will assist in the advancement of the NJ Scenic Byways Program, the development, designation and implementation needed for an organization, group or community to become a state or national scenic byway, and the maintenance and enhancement of the scenic, recreational, archaeological, natural, cultural and historic intrinsic qualities associated with the designated byways. Funding will be utilized for planning, design and development of the state program and for planning, design, development, marketing, and implementation of the state byways within the state program. Planning, design and development of the state program includes but is not limited to: research leading to the development of themes for byways on a statewide basis; technical assistance to specifically provide awareness and education about the management, operation and development of the scenic byway program, activities associated with identifying and planning tourist amenities on scenic byways on a statewide basis, activities associated with assessing the economic impacts of an individual byway or a statewide program of byways.

NJDOT CIS Category: Road Assets RCIS Catgory: Environment/Air Quality

Sponsor: NJDOT

Air Quality Code: O4 (Exempt)

Unconstrained Information Year

		,	, +		
PHASE	SOURCE	2018	2019	2020	2021
RC	TAP	\$.500	\$.500	\$.500	\$.500
		\$.500	\$.500	\$.500	\$.500

FY 2018 - 2021 TIP Cost: (Million) \$2.000

2022-2027
\$3.000
\$3.000

# **Transportation Improvement Program Fiscal Years 2018 - 2021**

Orphan Bridge Reconstruction

**DBNUM:** 99372

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.

NJDOT CIS Category: Bridge Assets

RCIS Catgory: Bridges
Sponsor: NJDOT

Air Quality Code: S19 (Exempt)

FY 2018 - 2021 TIP Cost: (Million) \$17.241

Unconstrained Information Year

PHASE	SOURCE	2018	2019	2020	2021
EC	STATE	\$4.000	\$4.200	\$4.410	\$4.631
		\$4.000	\$4.200	\$4.410	\$4.631

2022-2027
\$33.070
\$33.070

DBNUM: X28B

Park and Ride/Transportation Demand Management Program

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

NJDOT CIS Category: Congestion Relief

RCIS Catgory: TDM Sponsor: NJDOT

Air Quality Code: O10c (Exempt)

FY 2018 - 2021 TIP Cost: (Million) \$4.000								
PHASE	PHASE SOURCE 2018 2019 2020 2021							
EC	STATE	\$1.000	\$1.000	\$1.000	\$1.000			
		\$1.000	\$1.000	\$1.000	\$1.000			

2022-2027
\$6.000
\$6.000

# **Transportation Improvement Program Fiscal Years 2018 - 2021**

#### Pavement Preservation

DBNUM: X51

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 statemaintained 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.

NJDOT CIS Category: Road Assets RCIS Catgory: Road Preservation

Sponsor: NJDOT

Air Quality Code: S10 (Exempt)

FY 2018 - 2021 TIP Cost: (Million) \$60.000

Unconstrained Information Year

		•			
PHASE	SOURCE	2018	2019	2020	2021
EC	NHPP	\$10.000	\$10.000	\$10.000	\$10.000
EC	STBGP	\$5.000	\$5.000	\$5.000	\$5.000
		\$15.000	\$15.000	\$15.000	\$15.000

2022-2027
\$60.000
\$30.000
\$90.000

**DBNUM**: 06401

#### Pedestrian Safety Improvement Program

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

NJDOT CIS Category: Safety Management

RCIS Catgory: Bike/Ped

Sponsor: NJDOT

Air Quality Code: O10b, S6 (Exempt)

2022-2027
\$24.000
\$24.000

FY 2018 - 2021 TIP Cost: (Million	n) \$15.000
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		· · ·	- , ,		
PHASE	SOURCE	2018	2019	2020	2021
ERC	HSIP	\$3.000	\$4.000	\$4.000	\$4.000
		\$3.000	\$4.000	\$4.000	\$4.000

# **Transportation Improvement Program Fiscal Years 2018 - 2021**

#### Physical Plant

DBNUM: X29

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.

NJDOT CIS Category: Transportation Support Facilities

RCIS Catgory: Overhead

Sponsor: NJDOT

Air Quality Code: O10c (Exempt)

FY 2018 - 2021 TIP Cost: (Million) \$66.000

Unconstrained Information Year

PHASE	SOURCE	2018	2019	2020	2021
ERC	STATE	\$15.000	\$17.000	\$17.000	\$17.000
		\$15.000	\$17.000	\$17.000	\$17.000

2022-2027
\$102.000
\$102.000

DBNUM: X30

### Planning and Research, Federal-Aid

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

NJDOT CIS Category: Capital Program Delivery

RCIS Catgory: Overhead

Sponsor: NJDOT

Air Quality Code: O10b (Exempt)

FY 2018 - 2021 TIP Cost: (Million) \$157.849							
PHASE	SOURCE	2018	2019	2020	2021		
PLS	LTAP	\$.150	\$.150	\$.150	\$.150		
PLS	SPR	\$21.531	\$22.000	\$22.509	\$22.509		
PLS	STBGP	\$11.100	\$11.200	\$35.200	\$11.200		
		\$32.781	\$33.350	\$57.859	\$33.859		

2022-2027
\$.900
\$135.054
\$115.200
\$251.154

# **Transportation Improvement Program Fiscal Years 2018 - 2021**

Planning and Research, State

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

NJDOT CIS Category: Capital Program Delivery

RCIS Catgory: Overhead

Sponsor: NJDOT

Air Quality Code: O10b (Exempt)

FY 2018 - 2021 TIP Cost: (Million) \$4.000

**PHASE** SOURCE 2018 2019 2020 2021 PLS STATE \$1.000 \$1.000 \$1.000 \$1.000 \$1.000 \$1.000 \$1.000 \$1.000

Unconstrained Information Year

**DBNUM**: X140

2022-2027				
\$6.000				
\$6.000				

**DBNUM:** X135

Pre-Apprenticeship Training Program for Minorities and Women

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

**NJDOT CIS Category:** Capital Program Delivery

RCIS Catgory: Overhead

Sponsor: NJDOT

Air Quality Code: O10c (Exempt)

FY 2018 - 2021 TIP Cost: (Million) \$2.000 Unconstrained Information Year

PHASE	PHASE SOURCE		2019	2020	2021
EC STBGP		\$.500	\$.500	\$.500	\$.500
		\$.500	\$.500	\$.500	\$.500

2022-2027
\$3.000
\$3.000

# **Transportation Improvement Program Fiscal Years 2018 - 2021**

Program Implementation Costs, NJDOT

DBNUM: X10

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.

NJDOT CIS Category: Capital Program Delivery

RCIS Catgory: Overhead

Sponsor: NJDOT

Air Quality Code: O10c (Exempt)

FY 2018 - 2021 TIP Cost: (Million) \$420.400 Unconstrained Information Year

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PHASE	PHASE SOURCE		2018 2019		2021
EC	STATE	\$102.000	\$104.040	\$106.120	\$108.240
		\$102.000	\$104.040	\$106.120	\$108.240

2022-2027
\$696.480
\$696.480

Project Development: Concept Development and Preliminary Engineering DBNUM: 10344

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.

**NJDOT CIS Category:** Capital Program Delivery

RCIS Catgory: Overhead

**Sponsor:** NJDOT

Air Quality Code: O1, O10a (Exempt)

FY 2018 - 2021 TIP Cost: (Million) \$8.000 Unconstrained Information Yea

PHASE	SOURCE	2018	2019	2020	2021
CD	STATE	\$5.000	\$1.000	\$1.000	\$1.000
		\$5.000	\$1.000	\$1.000	\$1.000

Information Year					
	2022-2027				
	\$6.000				
	\$6.000				

# **Transportation Improvement Program Fiscal Years 2018 - 2021**

Project Management & Reporting System (PMRS)

**DBNUM**: 05341

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 colaberative input into the process. Such initial, Department-wide, access will, ultimately, reduce project costs.

NJDOT CIS Category: Capital Program Delivery

RCIS Catgory: Overhead

Sponsor: NJDOT

Air Quality Code: O10a (Exempt)

FY 2018 - 2021 TIP Cost: (Million) \$3.200 Unconstrained Information Year

	(							
PHASE	SOURCE	2018	2019	2020	2021			
DES	STATE	\$.800	\$.800	\$.800	\$.800			
		\$.800	\$.800	\$.800	\$.800			

2022-2027
\$.850
\$.850

**DBNUM:** 17337

Project Management Improvement Initiative Support

Provide expert consulting services regarding processes and organizational development in the area of project and program management including providing expert consulting services regarding information systems architecture and integration for project and construction management information technology systems. Provide program management services to the Department to implement Project Management and Reporting System including the e-Builder Enterprise Software as a Service information system and other sub-systems such as Bluebeam. Provide coaching and mentoring services to Department personnel in the areas of project and program management, general organizational behavior of project related organizations, and training assessment guidance.

**NJDOT CIS Category:** Capital Program Delivery

RCIS Catgory: Overhead

Sponsor: NJDOT

Air Quality Code: O10b (Exempt)

Unconstrained Information Year

2022-2027

FΥ	2018 -	2021	TIP Cost	: (	Million)	\$1.343

PHASE	SOURCE	2018	2019	2020	2021
DES STATE		\$.413	\$.460	\$.470	
		\$.413	\$.460	\$.470	

# **Transportation Improvement Program Fiscal Years 2018 - 2021**

Rail-Highway Grade Crossing Program, State

This program will provide state funding for the elimination of hazards at rail-highway grade crossings by the closure of crossings or the upgrade/improvement of protective warning devices for roads throughout the state. This funding will allow flexibility in allocating monies for emergency repairs as well as to the areas in need regardless of their geographic location (MPO). This program will also allow grade crossing closures without drawing down the federal funds used for grade crossing improvements. Funding will also be provided for the design of traffic detours required for the crossing surface reconstruction projects.

This program will also provide funding for emergency repairs to the riding surface of highway-rail grade crossings identified during inspections or from complaints received. These repairs will be accomplished by an NJDOT contractor as priority situations are identified. These repairs will be limited to surface repairs that do not require railroad infrastructure work, or reconstruction of the crossing. This program will also include the installation of roadway-related items (signs, pavement markings) that have been identified as missing or needing replacement or are required (outstanding work from municipalities and counties) to close out federally funded grade crossing projects from previous years.

**NJDOT CIS Category:** Safety Management

RCIS Catgory: Safety Sponsor: NJDOT

Air Quality Code: S1 (Exempt)

FY 2018 - 2021 TIP Cost: (Million) \$22.000

Unconstrained Information Year

**DBNUM:** X35A

2022-2027
\$37.000
\$37.000

**DBNUM: 99409** 

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PHASE	SOURCE	2018	2019	2020	2021
CON	STATE	\$5.200	\$5.400	\$5.600	\$5.800
		\$5.200	\$5.400	\$5.600	\$5.800

### Recreational Trails Program

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

NJDOT CIS Category: Multimodal Programs

RCIS Catgory: Bike/Ped

Sponsor: NJDEP

Air Quality Code: AQ2 (Exempt)

Unconstrained Information Year

2022-2027
\$5.400
\$5.400

FY 2018 - 2021 TIP Cost: (Million) \$3.600

PHASE	SOURCE	2018	2019	2020	2021
ERC	RTP	\$.900	\$.900	\$.900	\$.900
		\$.900	\$.900	\$.900	\$.900

# **Transportation Improvement Program Fiscal Years 2018 - 2021**

#### Regional Action Program

This program funds low-cost, quick turn-around capital improvements accomplished under management of the NJDOT Office of

Landscape Architecture and the Regional Director for Regional

Operations in each of the NJDOT regions. Funding is also provided for

small-scale landscape contracts in an effort to minimize adverse effects of highways where engineering solutions are prohibitive.

**NJDOT CIS Category:** Road Assets **RCIS Catgory:** Road Enhancement

Sponsor: NJDOT

Air Quality Code: O10c (Exempt)

FY 2018 - 2021 TIP Cost: (Million) \$8.000

Unconstrained Information Year

**DBNUM**: X144

2022-202	7
\$12.000	
\$12.000	

PHASE	SOURCE	2018	2019	2020	2021
EC	STATE	\$2.000	\$2.000	\$2.000	\$2.000
		\$2.000	\$2.000	\$2.000	\$2.000

Restriping Program & Line Reflectivity Management System DBNUM: X03A

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.

NJDOT CIS Category: Safety Management

RCIS Catgory: Safety Sponsor: NJDOT

**PHASE** 

EC

Air Quality Code: S10 (Exempt)

Unconstrained Information Year

**2022-2027** \$102.000 \$102.000

FY 2018 - 2021 TIP Cost: (Million) \$66.000								
SOURCE	2018	2019	2020	2021				
STBGP	\$15.000	\$17.000	\$17.000	\$17.000				
	\$15,000	\$17,000	\$17,000	\$17,000				

# **Transportation Improvement Program Fiscal Years 2018 - 2021**

#### Resurfacing Program

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

NJDOT CIS Category: Road Assets RCIS Catgory: Road Preservation

Sponsor: NJDOT

Air Quality Code: S10 (Exempt)

FY 2018 - 2021 TIP Cost: (Million) \$460.000

Unconstrained **Information Year** 

**DBNUM:** X03E

PHASE	SOURCE	2018	2019	2020	2021
EC	STATE	\$100.000	\$120.000	\$120.000	\$120.000
		\$100.000	\$120.000	\$120.000	\$120.000

2022-2027
\$720.000
\$720.000

**DBNUM:** 99327A

#### Resurfacing, Federal

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

NJDOT CIS Category: Road Assets RCIS Catgory: Road Preservation

Sponsor: NJDOT

Air Quality Code: S10 (Exempt)

Unconstrained Information Year

	1 1 2010 2021 TH COSt. (Million) \$402.000						
PHASE	SOURCE	2018	2019	2020	2021		
ERC	NHPP	\$10.000	\$1.000	\$1.000	\$10.000		
ERC	NHPP						
ERC	STATE			\$20.000	\$20.000		
		\$10,000	\$1,000	\$21,000	\$30,000		

FY 2018 - 2021 TIP Cost: (Million) \$62,000

2022-2027
\$60.000
\$650.000
\$160.000
\$870.000

# **Transportation Improvement Program Fiscal Years 2018 - 2021**

Right of Way Database/Document Management System

**DBNUM:** 05339

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.

**NJDOT CIS Category:** Capital Program Delivery

RCIS Catgory: Overhead

Sponsor: NJDOT

Air Quality Code: O10a (Exempt)

FY 2018 - 2021 TIP Cost: (Million) \$0.800

Unconstrained Information Year

PHASE	SOURCE	2018	2019	2020	2021
EC	STATE	\$.200	\$.200	\$.200	\$.200
		\$.200	\$.200	\$.200	\$.200

2022-2027
\$1.400
\$1.400

**DBNUM: 05340** 

Right of Way Full-Service Consultant Term Agreements

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

NJDOT CIS Category: Capital Program Delivery

RCIS Catgory: Overhead

Sponsor: NJDOT

Air Quality Code: O3 (Exempt)

2022-2027
\$.300
\$.600
\$.900

FY 2018 - 2021	TIP Cost:	(Million)	\$0.600

			-		
PHASE	SOURCE	2018	2019	2020	2021
ROW	STATE	\$.050	\$.050	\$.050	\$.050
ROW	STBGP	\$.100	\$.100	\$.100	\$.100
		\$.150	\$.150	\$.150	\$.150

# **Transportation Improvement Program Fiscal Years 2018 - 2021**

#### Rockfall Mitigation

This program funds engineering services and construction of projects to reduce the potential of rockfall

**DBNUM**: X152

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.

NJDOT CIS Category: Safety Management

RCIS Catgory: Safety Sponsor: NJDOT

Air Quality Code: O5 (Exempt)

FY 2018 - 2021 TIP Cost: (Million) \$18.000

Unconstrained Information Year

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PHASE	SOURCE	2018	2019	2020	2021
ERC	NHPP	\$3.000	\$5.000	\$5.000	\$5.000
		\$3.000	\$5.000	\$5.000	\$5.000

2022-2027
\$30.000
\$30.000

**DBNUM: 99358** 

### Safe Routes to School Program

This program provides funding for locally initiated pedestrian access and safety projects to provide safe access to schools.

Funding is provided to the states to undertake a Safe Routes to Schools program. Ten to thirty percent of the money must fund enforcement, education and encourage programs. The remaining funding must fund programs leading to the construction of bicycle and pedestrian facilities as well as the salary of a fulltime program coordinator. NJDOT designates as Advance Construction all projects funded from this program.

**NJDOT CIS Category:** Safety Management

RCIS Catgory: Safety Sponsor: Local Lead

PHASE

ERC

Air Quality Code: AQ2 (Exempt)

SOURCE

**TAP** 

FY 2018 - 2021 TIP Cost: (Million) \$22.348							
URCE	2018	2019	2020	2021		2	
Р	\$5.587	\$5.587	\$5.587	\$5.587			
	\$5.587	\$5.587	\$5.587	\$5.587			

2022-2027
\$33.522
\$33.522

# **Transportation Improvement Program Fiscal Years 2018 - 2021**

Safe Streets to Transit Program

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

**NJDOT CIS Category:** Safety Management

RCIS Catgory: Bike/Ped

Sponsor: NJDOT

Air Quality Code: S6 (Exempt)

FY 2018 - 2021 TIP Cost: (Million) \$4.000

	1 1 2010 2021 III 000t. (IIIIII0II) \$\psi \pi \text{1000}						
PHASE	SOURCE	2018	2019	2020	2021		
EC	STATE	\$1.000	\$1.000	\$1.000	\$1.000		
		\$1.000	\$1.000	\$1.000	\$1.000		

Unconstrained Information Year

**DBNUM**: 06402

2022-2027
\$6.000
\$6.000

**DBNUM:** 13307

Salt Storage Facilities - Statewide

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

NJDOT CIS Category: Transportation Support Facilities

RCIS Catgory: Overhead

Sponsor: NJDOT

Air Quality Code: S2 (Exempt)

FY 2018 - 2021 TIP Cost: (Million) \$6.500

PHASE	SOURCE	2018	2019	2020	2021
ERC	STATE	\$3.500	\$1.500	\$1.500	
		\$3.500	\$1.500	\$1.500	

# **Transportation Improvement Program Fiscal Years 2018 - 2021**

#### Segment Improvement Program

This program will provide for the identification and implementation of safety improvements along segments which show crash rates above the statewide average. The safety improvements proposed are; striping, signage, crosswalks, bus shelters, handicap ramps, bicycle accommodations, travel lane modifications, resurfacing, changes in accommodating "U" turns, pedestrian refuge islands, designing for mature drivers, corner modifications and innovative technology i.e. pedestrian/bicycle detectors, etc.

NJDOT CIS Category: Safety Management

RCIS Catgory: Safety
Sponsor: NJDOT

Air Quality Code: S6 (Exempt)

FY 2018 - 2021 TIP Cost: (Million) \$8.000 Unconstrained Information Year

PHASE	SOURCE	2018	2019	2020	2021
ERC	HSIP	\$2.000	\$2.000	\$2.000	\$2.000
		\$2.000	\$2.000	\$2.000	\$2.000

2022-2027
\$12.000
\$12.000

**DBNUM:** X239

**DBNUM:** 15807

### Sign Structure Inspection Program

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

**NJDOT CIS Category:** Road Assets **RCIS Catgory:** Road Preservation

Sponsor: NJDOT

Air Quality Code: O7 (Exempt)

FY 2018 - 2021 TIP Cost: (Million) \$9.900

Unconstrair	ned
Information	Year

PHASE	SOURCE	2018	2019	2020	2021
EC	STATE	\$2.500			
EC	STBGP	\$1.000	\$2.100	\$2.100	\$2.200
		\$3.500	\$2.100	\$2.100	\$2.200

2022-2027
\$13.600
\$13.600

# **Transportation Improvement Program Fiscal Years 2018 - 2021**

Sign Structure Rehabilitation/Replacement Program

DBNUM: X239A

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.

NJDOT CIS Category: Road Assets RCIS Catgory: Road Preservation

Sponsor: NJDOT

Air Quality Code: O6, O7 (Exempt)

FY 2018 - 2021 TIP Cost: (Million) \$20.000

Unconstrained Information Year

		· ·	- , ,		
PHASE	SOURCE	2018	2019	2020	2021
ERC	STBGP	\$5.000	\$5.000	\$5.000	\$5.000
		\$5.000	\$5.000	\$5.000	\$5.000

2022-2027
\$30.000
\$30.000

DBNUM: X39

Signs Program, Statewide

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

NJDOT CIS Category: Road Assets

RCIS Catgory: ITS
Sponsor: NJDOT

Air Quality Code: O7 (Exempt)

	FY 2018 - 2021 TIP Cost: (Million) \$20.000					
PHASE	SOURCE	2018	2019	2020	2021	
EC	NHPP	\$2.000	\$2.000	\$2.000	\$2.000	
EC	STATE	\$2.000	\$2.000	\$2.000	\$2.000	
EC	STBGP	\$1.000	\$1.000	\$1.000	\$1.000	
		\$5.000	\$5.000	\$5.000	\$5.000	

2022-20	027
\$12.00	00
\$12.00	00
\$6.00	0
\$30.00	00

# **Transportation Improvement Program Fiscal Years 2018 - 2021**

Solid and Hazardous Waste Cleanup, Reduction and Disposal

**DBNUM:** X160

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.

NJDOT CIS Category: Capital Program Delivery

RCIS Catgory: Overhead

Sponsor: NJDOT

Air Quality Code: NA (Exempt)

FY 2018 - 2021 TIP Cost: (Million) \$5.320 Unconstrained Information Year

			, ,		
PHASE	SOURCE	2018	2019	2020	2021
EC	STATE	\$1.330	\$1.330	\$1.330	\$1.330
		\$1.330	\$1.330	\$1.330	\$1.330

2022-2027
\$7.980
\$7.980

**DBNUM**: X150

State Police Enforcement and Safety Services

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

**NJDOT CIS Category:** Capital Program Delivery

RCIS Catgory: Safety
Sponsor: NJDOT

Air Quality Code: S6 (Exempt)

FY 2018 - 2021 TIP Cost: (Million) \$20.000

PHASE	SOURCE	2018	2019	2020	2021
EC	STATE	\$5.000	\$5.000	\$5.000	\$5.000
		\$5.000	\$5.000	\$5.000	\$5.000

2022-2027
\$30.000
\$30.000

## **Transportation Improvement Program Fiscal Years 2018 - 2021**

Statewide Traffic Operations and Support Program

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

NJDOT CIS Category: Congestion Relief

RCIS Catgory: ITS Sponsor: NJDOT

Air Quality Code: S6, S7, O7 (Exempt)

FY 2018 - 2021 TIP Cost: (Million) \$72.000

Unconstrained Information Year

**DBNUM:** 13308

2022-2027	7
\$108.000	
\$108.000	

11 2010 2021 111 00011 (111111011) \$121000							
PHASE	SOURCE	2018	2019	2020	2021		
EC	NHPP	\$18.000	\$18.000	\$18.000	\$18.000		
		\$18.000	\$18.000	\$18.000	\$18.000		

## **Transportation Improvement Program Fiscal Years 2018 - 2021**

Storm Water Asset Management

**DBNUM:** 17353

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.

**NJDOT CIS Category:** Road Assets **RCIS Catgory:** Road Preservation

Sponsor: NJDOT

Air Quality Code: NA (Exempt)

FY 2018 - 2021 TIP Cost: (Million) \$13.360

Unconstrained Information Year

PHASE	SOURCE	2018	2019	2020	2021
ERC	STBGP	\$3.100	\$3.260	\$3.400	\$3.600
		\$3.100	\$3.260	\$3.400	\$3.600

2022-2027
\$25.800
\$25.800

**DBNUM: 14300** 

Title VI and Nondiscrimination Supporting Activities

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

NJDOT CIS Category: Capital Program Delivery

RCIS Catgory: Overhead

Sponsor: NJDOT

**PHASE** 

EC

Air Quality Code: O10a (Exempt)

FY 2018 - 2021 TIP Cost: (Million) \$0.700						for
SOURCE	2018	2019	2020	2021		20
STATE	\$.175	\$.175	\$.175	\$.175		
	\$.175	\$.175	\$.175	\$.175	1	

2022-2027
\$1.050
\$1.050

## **Transportation Improvement Program Fiscal Years 2018 - 2021**

#### Traffic Monitoring Systems

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

**NJDOT CIS Category:** Congestion Relief

RCIS Catgory: ITS Sponsor: NJDOT

Air Quality Code: O10b (Exempt)

FY 2018 - 2021 TIP Cost: (Million) \$64.400

	Unconstrai	nea
	Information	Year
_	-	

**DBNUM:** X66

_	-
	2022-2027
	\$77.400
	\$6.500
	\$6.000
	\$89.900

**DBNUM:** X47

_			- , т		
PHASE	SOURCE	2018	2019	2020	2021
PLS	NHPP	\$12.900	\$12.900	\$12.900	\$12.900
EC	NHPP	\$3.900			\$4.900
EC	STATE	\$1.000	\$1.000	\$1.000	\$1.000
		\$17.800	\$13.900	\$13.900	\$18.800

#### Traffic Signal Replacement

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

NJDOT CIS Category: Road Assets

RCIS Catgory: ITS Sponsor: NJDOT

Air Quality Code: S7 (Exempt)

2022-202	27
\$54.000	)
\$54.000	)

FY 2018 - 2021 I	IP Cost:	(Willion)	\$36.000	
URCE	2018	2019	2020	2

PHASE	SOURCE	2018	2019	2020	2021
EC	STATE	\$9.000	\$9.000	\$9.000	\$9.000
		\$9.000	\$9.000	\$9.000	\$9.000

## **Transportation Improvement Program Fiscal Years 2018 - 2021**

Training and Employee Development

DBNUM: X244

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.

NJDOT CIS Category: Capital Program Delivery

RCIS Catgory: Overhead

Sponsor: NJDOT

Air Quality Code: O10b (Exempt)

FY 2018 - 2021 TIP Cost: (Million) \$3.600

Unconstrained Information Year

	1 1 2010 2021 11		······	-01000	
PHASE	SOURCE	2018	2019	2020	2021
EC	STBGP	\$1.800		\$1.800	
		\$1.800		\$1.800	

2022-2027
\$5.400
\$5.400

**DBNUM**: 01316

#### Transit Village Program

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

NJDOT CIS Category: Local System Support

RCIS Catgory: Economic Development

Sponsor: NJDOT

Air Quality Code: AQ1, O7 (Exempt)

FY 2018 - 2021 TIP Cost: (Million) \$4.000						
PHASE	SOURCE	2018	2019	2020	2021	
EC	STATE	\$1.000	\$1.000	\$1.000	\$1.000	
		\$1.000	\$1.000	\$1.000	\$1.000	

2022-2027
\$6.000
\$6.000

## **Transportation Improvement Program Fiscal Years 2018 - 2021**

#### Transportation Alternatives Program

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

NJDOT CIS Category: Local System Support

RCIS Catgory: Transp. Enhancements

Sponsor: NJDOT

Air Quality Code: O8 (Exempt)

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

Unconstrained **Information Year** 

**DBNUM:** X107

2022-2027
\$41.175
\$45.000
\$86.175

DBNUM: X43

		•			
PHASE	SOURCE	2018	2019	2020	2021
ERC	TAP	\$5.000	\$5.000	\$5.000	\$5.000
ERC	TAP	\$7.500	\$7.500	\$7.500	\$7.500
		\$12.500	\$12.500	\$12.500	\$12.500

Transportation Demand Management Program Support

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

NJDOT CIS Category: Congestion Relief

RCIS Catgory: TDM Sponsor: NJDOT

**PHASE** 

PLS

Air Quality Code: AQ1 (Exempt)

Unconstrained Information Year

2022-2027
\$1.500
\$1.500

1 1 2010 - 2021 111 003t. (Willion) \$\psi 1.000						
SOURCE	2018	2019	2020	2021		
CMAQ	\$.250	\$.250	\$.250	\$.250		
	\$.250	\$.250	\$.250	\$.250		

FY 2018 - 2021 TIP Cost (Million) \$1,000

## **Transportation Improvement Program Fiscal Years 2018 - 2021**

Transportation Research Technology

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

NJDOT CIS Category: Capital Program Delivery

RCIS Catgory: Overhead

Sponsor: NJDOT

Air Quality Code: O10c (Exempt)

FY 2018 - 2021 TIP Cost: (Million) \$3.475

Unconstrained Information Year

**DBNUM:** X126

PHASE	SOURCE	2018	2019	2020	2021
EC	STATE	\$.775	\$.800	\$.900	\$1.000
		\$.775	\$.800	\$.900	\$1.000

2022-2027
\$10.600
\$10.600

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

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.

NJDOT CIS Category: Capital Program Delivery

RCIS Catgory: Overhead

Sponsor: NJDOT

Air Quality Code: O10c (Exempt)

		2022-2027			
•		\$453.864			
		\$453.864			

FY 2018 - 202	1 TIP Cos	st: (Million	) \$129.203

PHASE	SOURCE	2018	2019	2020	2021
ERC	STATE	\$25.244	\$32.816	\$36.721	\$34.423
		\$25.244	\$32.816	\$36.721	\$34.423

## **Transportation Improvement Program Fiscal Years 2018 - 2021**

**Utility Pole Mitigation** 

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

NJDOT CIS Category: Capital Program Delivery

RCIS Catgory: Overhead

Sponsor: NJDOT

Air Quality Code: S2, S6 (Exempt)

FY 2018 - 2021 TIP Cost: (Million) \$0.700

Unconstrained
Information Year

**DBNUM:** 15344

PHASE	SOURCE	2018	2019	2020	2021
EC	HSIP	\$.175	\$.175	\$.175	\$.175
		\$.175	\$.175	\$.175	\$.175

2022-2027					
\$1.050					
\$1.050					

**DBNUM:** X182

Utility Reconnaissance and Relocation

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

NJDOT CIS Category: Road Assets

RCIS Catgory: Overhead

Sponsor: NJDOT

**PHASE** 

**EC** 

Air Quality Code: O10c (Exempt)

Unconstrained Information Year

1 1 2010 2021 11	, ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	······		
SOURCE	2018	2019	2020	2021
STATE	\$5.000	\$5.000	\$5.000	\$5.000
	\$5.000	\$5.000	\$5.000	\$5.000

FY 2018 - 2021 TIP Cost: (Million) \$20.000

2022-2027
\$30.000
\$30.000

## **Transportation Improvement Program Fiscal Years 2018 - 2021**

Youth Employment and TRAC Programs

**DBNUM**: X199

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.

NJDOT CIS Category: Capital Program Delivery

RCIS Catgory: Overhead

Sponsor: NJDOT

Air Quality Code: O10c (Exempt)

2022-2027
\$2.100
\$2.100

FY 2018 - 2021 TIP Cost: (Million) \$1.400         PHASE SOURCE       2018       2019       2020       2021         EC       STBGP       \$.350       \$.350       \$.350       \$.350         \$.350       \$.350       \$.350       \$.350       \$.350					
PHASE	SOURCE	2018	2019	2020	2021
EC	STBGP	\$.350	\$.350	\$.350	\$.350
		\$.350	\$.350	\$.350	\$.350

# NJ TRANSIT PROJECTS AND PROGRAMS SUMMARY

# NJTPA Transportation Improvement Program Fiscal Years 2018 - 2021 **NJ TRANSIT Projects and Programs Summary**

(\$	М	ill	iο	ns
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					(\$ Mil	lions)				
Project	DBNUM	FY 2		FY 2		FY 20 PHASE		FY 20 PHASE		Page
ADAPlatforms/Stations	T143	ERC	0.64	ERC	0.70	ERC	0.70	ERC	0.70	1
Bridge and Tunnel Rehabilitation	T05	ERC	19.34	ERC	16.38	ERC	16.38	ERC	22.19	2
Bus Acquisition Program	T111	CAP	71.00	CAP	80.24	CAP	79.63	CAP	69.86	3
Bus Maintenance Facilities	T93	ERC	10.22	ERC	7.03					4
Bus Passenger Facilities/Park and Ride	T06	ERC	0.56	ERC	0.56	ERC	0.56	ERC	0.56	5
Bus Support Facilities and Equipment	T08	ERC	1.90	ERC	3.74	ERC	1.70	ERC	1.70	6
Bus Vehicle and Facility Maintenance/Capital Maintenance	T09	EC	6.70	EC	31.96	EC	31.67	EC	31.64	7
Capital Program Implementation	T68	ERC	15.03	ERC	15.03	ERC	15.03	ERC	15.03	8
Casino Revenue Fund	T515	CAP	12.27	CAP	12.27	CAP	12.27	CAP	12.27	9
Claims support	T13	EC	0.53	EC	0.53	EC	0.53	EC	0.53	10
Delco Lead Safe Haven Storage and Re-inspection Facility Project	T907							ERC	30.27	11
Environmental Compliance	T16	ERC	2.45	ERC	3.32	ERC	2.10	ERC	2.10	12
High Speed Track Program	T43	ERC	0.93	ERC	0.93	ERC	0.93	ERC	0.93	13
Hoboken Ferry Service Improvements	T702	ERC	12.00							14
Hoboken Long Slip Flood Protection Project	T908	ERC	3.75	ERC	12.48			ERC	13.70	15
Hudson-Bergen and Newark LRT System	T87	ERC	11.01	ERC	9.01	ERC	7.01	ERC	7.01	16
Hudson-Bergen LRT Northern Extension	T301	ERC	28.50	ERC	33.50	ERC	33.00			17
Immediate Action Program	T20	ERC	12.49	ERC	10.80	ERC	12.14	ERC	10.18	18
Job Access and Reverse Commute Program	T199	SWI	3.71	SWI	3.71	SWI	3.71	SWI	3.71	19
Lackawanna Cutoff MOS Project	T535	ERC	3.05	ERC	10.00	ERC	8.84			20
Light Rail Infrastructure Improvements	T95	ERC	4.23	ERC	2.28	ERC	2.28	ERC	4.38	21
Locomotive Overhaul	T53E	CAP	20.45	CAP	4.70	CAP	7.06	CAP	4.70	22
Lyndhurst Intermodal ADA Improvements	T610	ERC	5.88							23
Miscellaneous	T122	ERC	5.45	ERC	3.85	ERC	3.15	ERC	2.17	24
NEC Elizabeth Intermodal Station Improvements	T600	ERC	9.09	ERC	8.78	ERC	0.08			25
NEC Improvements	T44	ERC	70.08	ERC	92.50	ERC	148.54	1 ERC	75.89	26
NJ TRANSIT Grid Project	T910	ERC	431.94	ERC	38.10	ERC	8.00	ERC	31.98	27
NJ TRANSIT Raritan River Drawbridge Replacement Project	T909	ERC	5.00	ERC	71.50	ERC	58.14			28
NJ TRANSIT System Repairs/Restoration	T906	EC ERC	27.56 112.88	3						29
Other Rail Station/Terminal Improvements	T55	ERC	7.60	ERC	2.61	ERC	2.61	ERC	2.61	30

(\$ Millions)

	(\$ millous)									
Project (NJ Transit continued)	DBNUM	FY 2		FY 2 PHASE		FY 2 PHASE		FY 2		Page
Perth Amboy Intermodal ADA Improvements	T620	ERC	18.48	ERC	3.74					31
Physical Plant	T121	ERC	1.27	ERC	1.27	ERC	1.17	ERC	1.17	32
Portal Bridge North	T538	ERC	20.93	ERC	14.00	ERC	26.49	ERC	14.00	33
Preventive Maintenance-Bus	T135	CAP	101.25	CAP	85.48	CAP	90.00	CAP	100.56	34
Preventive Maintenance-Rail	T39	CAP	285.97	CAP	237.71	CAP	249.58	CAP	276.47	35
Private Carrier Equipment Program	T106	CAP	2.10	CAP	2.10	CAP	2.10	CAP	2.10	36
Rail Capital Maintenance	T34	CAP	12.08	CAP	59.36	CAP	59.36	CAP	59.36	37
Rail Fleet Overhaul	T53G	CAP	8.19	CAP	0.93	CAP	9.87	CAP	0.93	38
Rail Rolling Stock Procurement	T112	CAP	143.07	CAP	162.63	CAP	180.46	CAP	166.13	39
Rail Support Facilities and Equipment	T37	ERC	15.12	ERC	20.57	ERC	17.26	ERC	38.41	40
Safety Improvement Program	T509	ERC	4.20	ERC	4.90	ERC	4.90	ERC	4.20	41
Section 5310 Program	T150	CAP	7.67	CAP	6.09	CAP	6.09	CAP	6.09	42
Section 5311 Program	T151	CAP	4.34	CAP	4.34	CAP	4.34	CAP	4.34	43
Security Improvements	T508	SWI	1.83	SWI	1.83	SWI	1.83	SWI	1.83	44
Signals and Communications/Electric Traction Systems	T50	ERC	61.15	ERC	26.81	ERC	10.22	ERC	85.50	45
Small/Special Services Program	T120	EC	5.86	EC	5.86	EC	5.86	EC	5.86	46
Study and Development	T88	PLS	4.02	PLS	4.02	PLS	4.02	PLS	4.02	47
Technology Improvements	T500	EC	9.87	EC	14.42	EC	6.55	EC	7.95	48
Track Program	T42	ERC	16.72	ERC	16.72	ERC	16.72	ERC	16.72	49
Train Controls-Wayside Signals, Power & Communication Resiliency	T911	ERC	22.54	ERC	4.10					50
Transit Enhancements/Transp Altern Prog (TAP)/Altern Transit Improv (ATI)	T210	ERC	14.71	ERC	21.53	ERC	28.50	ERC	37.48	51
Transit Rail Initiatives	T300	ERC	6.67	ERC	17.54	ERC	40.30	ERC	32.67	52
Wood Ridge Maintenance Of Way Facility Relocated Project	T38	ERC	10.00							53

# NJ TRANSIT PROJECTS AND PROGRAMS DETAILS

# **Transportation Improvement Program Fiscal Years 2018 - 2021**

#### ADA--Platforms/Stations

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.



Counties:

Various

**Municipalities:** 

Various

**NJ Transit CIS Category:** 

**DBNUM:** T143

Mass Transit Assets

**RCIS Category:** 

Transit Enhancement

Sponsor:

NJ TRANSIT

Air Quality Code:

MT8 (Exempt)

**Est. Total Project Cost:** 

(Million) \$40.738

Unobligated Prior Year Funding:	Fund	FY 2012 FY 2013 FY 2014 FY 2015 FY 2016 FY 2017
ADAPlatforms/Stations	STATE	\$1.000 \$1.000 \$0.910 \$1.000

FY 2018 - 2021 TIP Cost: (Million) \$2.737

HASE	SOURCE	2018	2019	2020	2021	2022-2027
RC	STATE	\$.637	\$.700	\$.700	\$.700	\$4.200
		\$.637	\$.700	\$.700	\$.700	\$4.200

# **Transportation Improvement Program Fiscal Years 2018 - 2021**

Bridge and Tunnel Rehabilitation

This program provides funds for the design, repair, rehabilitation, replacement, painting, inspection of tunnels/bridges, and other work such as movable bridge program, drawbridge power program, and culvert/bridge/tunnel right of way improvements necessary to maintain a state of good repair.



Counties:

Various

Municipalities:

Various

**NJ Transit CIS Category:** 

**DBNUM:** T05

Mass Transit Assets

**RCIS Category:** 

**Transit Preservation** 

Sponsor:

**NJ TRANSIT** 

Air Quality Code:

S19 (Exempt)

**Est. Total Project Cost:** 

(Million) \$228.071

 Unobligated Prior Year Funding:
 Fund
 FY 2012
 FY 2013
 FY 2014
 FY 2015
 FY 2016
 FY 2017

 Bridge and Tunnel Rehabilitation
 STATE
 \$29.000
 \$19.000
 \$27.302
 \$16.000

FY 2018 - 2021 TIP Cost: (Million) \$74.288

PHASE	SOURCE	2018	2019	2020	2021	2
ERC	STATE	\$19.343	\$16.378	\$16.378	\$22.188	
		\$19.343	\$16.378	\$16.378	\$22.188	

2022-2027		
\$153.783		
\$153.783		

# **Transportation Improvement Program Fiscal Years 2018 - 2021**

**Bus Acquisition Program** 

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.



#### Counties:

Various

**Municipalities:** 

Various

**NJ Transit CIS Category:** 

DBNUM: T111

Mass Transit Assets

**RCIS Category:** 

**Transit Preservation** 

**Sponsor:** 

**NJ TRANSIT** 

Air Quality Code:

MT3, MT10 (Exempt)

Est. Total Project Cost: (Million) \$928.842

Unobligated Prior Year Funding:	Fund	FY 2012 FY 2013 FY 2014	FY 2015 FY 2	2016 FY 2017
<b>Bus Acquisition Program</b>	SECT 5339	\$13.890	\$45	5.909
	SECT 5339/5307		\$1.000	
	STATE	\$90.000	\$57.000 \$45	5.152 \$82.000

FY 2018 - 2021 TIP Cost: (Million) \$300.720

PHASE SOURCE 2018 2019 2020 2021 CAP STATE \$70.999 \$80.237 \$79.628 \$69.856 \$70.999 \$79.628 \$69.856 \$80.237

2022-2027
\$628.122
\$628.122

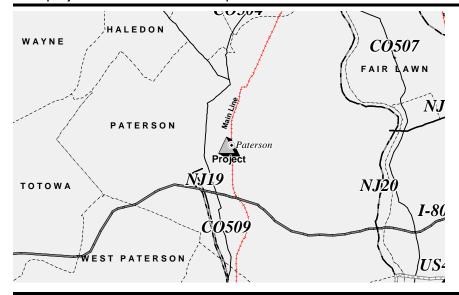
# **Transportation Improvement Program Fiscal Years 2018 - 2021**

**Bus Maintenance Facilities** 

DBNUM: T93

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.



Counties:

Various

Municipalities:

Various

**NJ Transit CIS Category:** 

Mass Transit Assets

**RCIS Category:** 

Transit Preservation

Sponsor:

**NJ TRANSIT** 

Air Quality Code:

MT8 (Exempt)

**Est. Total Project Cost:** 

(Million) \$17.249

Unobligated Prior Year Funding:FundFY 2012 FY 2013 FY 2014 FY 2015 FY 2016 FY 2017Bus Maintenance FacilitiesSTATE\$1.000\$2.000

FY 2018 - 2021 TIP Cost: (Million) \$17.249

		•	<u> </u>			
PHASE	SOURCE	2018	2019	2020	2021	2
ERC	STATE	\$10.218	\$7.031			
		\$10.218	\$7.031			

2022-2027

# **Transportation Improvement Program Fiscal Years 2018 - 2021**

Bus Passenger Facilities/Park and Ride

This program provides funds for the bus park and ride program, improvements to bus passenger facilities and the purchase and installation of bus stop signs and shelters systemwide. This program also involves the construction of an improved vehicular ground transportation facility at Frank R. Lautenberg (FRL) Station in Secaucus, NJ. Pedestrian connections to the rail terminal and signage improvements within and outside of the station are also included as part of this project. This project is funded under the provisions of Section 13 of P.L. 1995, c.108.



Counties:

Various

**Municipalities:** 

Various

**NJ Transit CIS Category:** 

**DBNUM:** T06

Mass Transit Assets

**RCIS Category:** 

Transit Enhancement

**Sponsor:** 

**NJ TRANSIT** 

Air Quality Code:

MT8 (Exempt)

Est. Total Project Cost: (Million) \$5.600

Unobligated Prior Year Funding:	Fund	FY 2012 FY 2013	FY 2014	FY 2015	FY 2016	FY 2017
Bus Passenger Facilities/Park and Ride	SECT 5307	\$2.000				
	STATE		\$3.000	\$1.000	\$0.560	\$1.000

FY 2018 - 2021 TIP Cost: (Million) \$2.240

PHASE	SOURCE	2018	2019	2020	2021
ERC	STATE	\$.560	\$.560	\$.560	\$.560
		\$.560	\$.560	\$.560	\$.560

2022-2027
\$3.360
\$3.360

## **Transportation Improvement Program Fiscal Years 2018 - 2021**

Bus Support Facilities and Equipment

This program provides funds to maintain NJ TRANSIT's bus fleet including but not limited to, bus tires, engines and transmissions and other parts, support vehicles\equipment (for bus operations), maintenance equipment, and bus mid-life overhaul needs. Also included is midlife rehabilitation of bus facilities, other capital improvements to various support facilities and bus mid-life overhauls. This program also involves the replacement of two CNG Compressor filling stations at Howell Garage. This project is funded under the provisions of Section 13 of P.L. 1995, c.108.



**Counties:** 

Various

**Municipalities:** 

Various

**NJ Transit CIS Category:** 

**DBNUM:** T08

Mass Transit Assets

**RCIS Category:** 

**Transit Preservation** 

**Sponsor:** 

**NJ TRANSIT** 

Air Quality Code:

MT3 (Exempt)

Est. Total Project Cost: (Million) \$115.947

Unobligated Prior Year Funding:	Fund	FY 2012 FY 2013 FY 2014 FY 2015 FY 2016 FY 2017
Bus Support Facilities and Equipment	SECT 5307	\$2.000
	SECT 5337	\$20.000
	SECT 5339/5307	\$2.040
	STATE	\$2.000 \$6.000 \$3.850 \$15.000

FY 2018 - 2021 TIP Cost: (Million) \$9.039

**PHASE** SOURCE 2018 2019 2020 2021 **ERC SECT 5339 ERC** STATE \$1.901 \$3.736 \$1.701 \$1.701 \$1.901 \$3.736 \$1.701 \$1.701

Unconstrained		
Information Year		

2022-2027
\$44.202
\$62.706
\$106.908

# **Transportation Improvement Program Fiscal Years 2018 - 2021**

Bus Vehicle and Facility Maintenance/Capital Maintenance

DBNUM: T09

Funding is provided for acquisition/installation/rehabilitation of major components associated with capital equipment and facilities in accordance with Transportation Trust Fund requirements and expanded eligibility criteria.



Counties:

Various

Municipalities:

Various

**NJ Transit CIS Category:** 

Mass Transit Assets

**RCIS Category:** 

Transit Preservation

Sponsor:

**NJ TRANSIT** 

**Air Quality Code:** 

MT10 (Exempt)

**Est. Total Project Cost:** 

(Million) \$248.543

Unobligated Prior Year Funding:

Fund

FY 2012 FY 2013 FY 2014 FY 2015 FY 2016 FY 2017

Bus Vehicle and Facility Maintenance/Capital Maintenance

STATE

\$8.560 \$2.000

FY 2018 - 2021 TIP Cost: (Million) \$101.963

PHASE	SOURCE	2018	2019	2020	2021
EC	STATE	\$6.698	\$31.955	\$31.671	\$31.639
		\$6.698	\$31.955	\$31.671	\$31.639

2022-2027
\$146.580
\$146.580

# **Transportation Improvement Program Fiscal Years 2018 - 2021**

Capital Program Implementation

**DBNUM: T68** 

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



Counties:

Various

Municipalities:

Various

**NJ Transit CIS Category:** 

Mass Transit Assets

**RCIS Category:** 

Overhead

Sponsor:

**NJ TRANSIT** 

Air Quality Code:

MT10 (Exempt)

**Est. Total Project Cost:** 

(Million) \$150.290

Unobligated Prior Year Funding:	Fund	FY 2012 FY 2013 FY 2014 FY 2015 FY 2016 FY 2017
Capital Program Implementation	STATE	\$15.000 \$15.000 \$15.030 \$15.000

FY 2018 - 2021 TIP Cost: (Million) \$60.116

PHASE	SOURCE	2018	2019	2020	2021	2022-2027
ERC	STATE	\$15.029	\$15.029	\$15.029	\$15.029	\$90.174
-		\$15.029	\$15.029	\$15.029	\$15.029	\$90.174

2022-2027
\$90.174
\$90.174

## **Transportation Improvement Program Fiscal Years 2018 - 2021**

Casino Revenue Fund

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





Counties:

Various

**Municipalities:** 

Various

**NJ Transit CIS Category:** 

**DBNUM:** T515

Local System Support

**RCIS Category:** 

TDM

Sponsor:

**NJ TRANSIT** 

Air Quality Code:

MT1, MT2 (Exempt)

Est. Total Project Cost: (Million) \$122.661

 Unobligated Prior Year Funding:
 Fund
 FY 2012
 FY 2013
 FY 2014
 FY 2015
 FY 2016
 FY 2017

 Casino Revenue Fund
 CASINO REVENUE
 \$14.000
 \$13.000
 \$13.177
 \$12.000

FY 2018 - 2021 TIP Cost: (Million) \$49.064

	20.0 202		ү	.0.00	
PHASE	SOURCE	2018	2019	2020	2021
CAP	CASINO REVENUE	\$12.266	\$12.266	\$12.266	\$12.266
		\$12.266	\$12.266	\$12.266	\$12.266

	2022-2027
I	\$73.597
	\$73.597

# **Transportation Improvement Program Fiscal Years 2018 - 2021**

Claims support

**DBNUM:** T13

Funding is provided for claims related to capital projects, expert witnesses, court settlement, and other costs to defend NJ TRANSIT's interests as a result of litigation. This project is funded under the provisions of Section 13 of P.L. 1995, c.108.



Counties:

Various

Municipalities:

Various

**NJ Transit CIS Category:** 

Mass Transit Assets

**RCIS Category:** 

Transit Enhancement

**Sponsor:** 

**NJ TRANSIT** 

Air Quality Code:

MT1 (Exempt)

**Est. Total Project Cost:** 

(Million) \$5.250

Unobligated Prior Year Funding:	Fund	FY 2012 FY 2013 FY 2014 FY 2015 FY 2016 FY 2017
Claims Support	STATE	\$1.000 \$1.000 \$1.400 \$1.000

FY 2018 - 2021 TIP Cost: (Million) \$2.100

PHASE	SOURCE	2018	2019	2020	2021	
EC	STATE	\$.525	\$.525	\$.525	\$.525	1
		\$.525	\$.525	\$.525	\$.525	

2022-2027
\$3.150
\$3.150

## **Transportation Improvement Program Fiscal Years 2018 - 2021**

Delco Lead Safe Haven Storage and Re-inspection Facility Project

**DBNUM**: T907

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).





**Counties:** 

Various

Municipalities:

Various

**NJ Transit CIS Category:** 

Mass Transit Assets

**RCIS Category:** 

Transit Preservation

Sponsor:

NJ TRANSIT

Air Quality Code:

NA (Exempt)

**Est. Total Project Cost:** 

(Million) \$30.273

Unobligated Prior Year Funding:	Fund	FY 2012 FY 2013 FY 2014 FY 2015 FY 2016 FY 2017
Delco Lead Safe Haven Storage and Re- inspection Facility Project	SECT 5324	\$184.494
	STATE	\$10.000 \$3.000

FY 2018 - 2021 TIP Cost: (Million) \$30.273

PHASE	SOURCE	2018	2019	2020	2021
ERC	STATE				\$30.273
					\$30.273

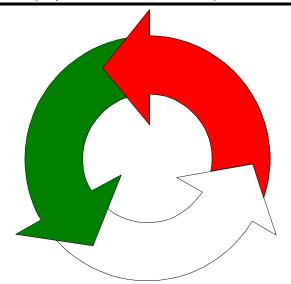
2022-2027

# **Transportation Improvement Program Fiscal Years 2018 - 2021**

**Environmental Compliance** 

DBNUM: T16

Funding is provided for compliance with environmental regulations at both bus and rail facilities includes but is not limited to replacement of leaking fuel tanks, clean up of contaminated soil and ground water, oil/water separators, asbestos removal, and fueling station improvements at various facilities. This project is funded under the provisions of Section 13 of P.L. 1995, c.108.



Counties:

Various

Municipalities:

Various

**NJ Transit CIS Category:** 

Mass Transit Assets

**RCIS Category:** 

Transit Preservation

Sponsor:

NJ TRANSIT

Air Quality Code:

MT8 (Exempt)

**Est. Total Project Cost:** 

(Million) \$22.572

Unconstrained Information Year

Unobligated Prior Year Funding:	Fund	FY 2012 FY 2013 FY 2014 FY 2015 FY 2016 FY 2017
Environmental Compliance	STATE	\$2.000 \$2.000 \$2.100 \$2.000

FY 2018 - 2021 TIP Cost: (Million) \$9.972

\$2.450

 SOURCE
 2018
 2019
 2020
 2021

 STATE
 \$2.450
 \$3.322
 \$2.100
 \$2.100

\$3.322

\$2.100

2022-2027
\$12.600
\$12.600

\$2.100

**PHASE** 

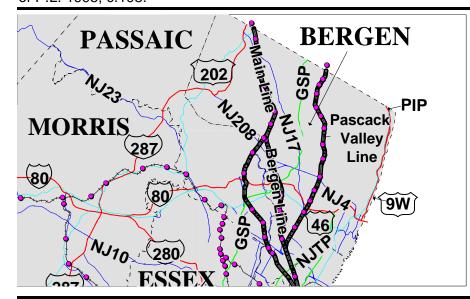
**ERC** 

# **Transportation Improvement Program Fiscal Years 2018 - 2021**

High Speed Track Program

**DBNUM**: T43

Funding is provided for an annual program of high speed track rehabilitation including high speed surfacing, systemwide replacement of life-expired ties and other rail improvements, right-of-way fencing, equipment necessary to maintain a state of good and safe repair, purchase of long lead-time materials for next construction season, maintenance-of-way work equipment, interlocking improvements, passing sidings, other improvements, materials and services as necessary to support the program. Toll Credit will be used as the non-federal match. An explanation of toll credit can be found in the introduction section of the STIP. This project is funded under the provisions of Section 13 of P.L. 1995, c.108.



#### Counties:

Various

#### Municipalities:

Various

#### **NJ Transit CIS Category:**

Mass Transit Assets

#### **RCIS Category:**

Transit Enhancement

#### Sponsor:

**NJ TRANSIT** 

#### Air Quality Code:

MT9 (Exempt)

#### **Est. Total Project Cost:**

(Million) \$16.722

FY 2018 - 2021 TIP Cost: (Million) \$3,716

1 1 2010 - 2021 111 COSt. (Million) \$5.710						
PHASE	SOURCE	2018	2019	2020	2021	
ERC STATE		\$.929	\$.929	\$.929	\$.929	
		\$.929	\$.929	\$.929	\$.929	

2022-2027
\$13.006
\$13.006

# **Transportation Improvement Program Fiscal Years 2018 - 2021**

Hoboken Ferry Service Improvements

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.





Counties:

Various

Municipalities:

**NJ Transit CIS Category:** 

DBNUM: T702

Mass Transit Assets

**RCIS Category:** 

**Transit Preservation** 

Sponsor:

**NJ TRANSIT** 

Air Quality Code:

MT8 (Exempt)

**Est. Total Project Cost:** 

(Million) \$12.000

FY 2018 - 2021 TIP Cost: (Million) \$12.000

PHASE	SOURCE	2018	2019	2020	2021
ERC	STATE	\$12.000			
-		\$12.000			

2022-2027

## **Transportation Improvement Program Fiscal Years 2018 - 2021**

Hoboken Long Slip Flood Protection Project

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).





#### **Counties:**

Various

Municipalities:

Various

**NJ Transit CIS Category:** 

**DBNUM:** T908

Mass Transit Assets

**RCIS Category:** 

**Transit Preservation** 

Sponsor:

NJ TRANSIT

Air Quality Code:

MT8 (Exempt)

**Est. Total Project Cost:** 

(Million) \$29.926

Unobligated Prior Year Funding:	Fund	FY 2012 FY 2013 FY 2014 FY 2015 FY 2016 FY 2017
Hoboken Long Slip Flood Protection Project	SECT 5324	\$2.000 \$7.950 \$138.598
	STATE	\$10.000 \$5.000

FY 2018 - 2021 TIP Cost: (Million) \$29.926

		\ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \	, ,		
PHASE	SOURCE	2018	2019	2020	2021
ERC	OTHER	\$3.750	\$11.250		
ERC STATE			\$1.225		\$13.701
		\$3.750	\$12.475		\$13.701

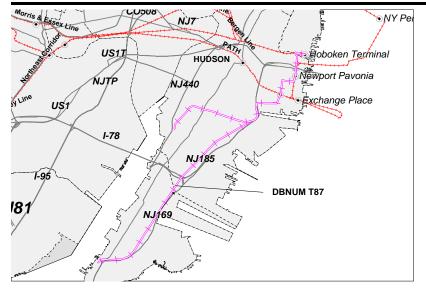
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	2022-2027
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## **Transportation Improvement Program Fiscal Years 2018 - 2021**

Hudson-Bergen and Newark LRT System

Funding is provided for annual Hudson-Bergen Capital Asset Replacement improvements, and other improvements along the Hudson-Bergen Light Rail Line, including rolling stock enhancements. Funding is provided for the Route 440 Extension Project is planned to provide convenient transit access for existing and future residents of the western waterfront area. The HBLR Route 440 Extension project would extend the HBLR West Side Avenue Branch from its current terminus at West Side Avenue in Jersey city to a new terminus station on the west side of State Route 440. This project is funded under the provisions of Section 13 of P.L. 1995, c.108.



Counties:

Hudson

**Municipalities:** 

Various

**NJ Transit CIS Category:** 

**DBNUM:** T87

Mass Transit Assets

**RCIS Category:** 

Transit Expansion

Sponsor:

**NJ TRANSIT** 

Air Quality Code:

MT1 (Exempt)

**Est. Total Project Cost:** 

(Million) \$76.050

Unobligated Prior Year Funding:	Fund	FY 2012 FY 2013 FY 2014 FY 2015 FY 2016 FY 2017
Hudson-Bergen and Newark LRT System	CMAQ	\$60.000 \$2.000
	STATE	\$7.000 \$7.000 \$7.005 \$7.000

FY 2018 - 2021 TIP Cost: (Million) \$34.020

PHASE	SOURCE	2018	2019	2020	2021
ERC	DEMO	\$4.000	\$2.000		
ERC	STATE	\$7.005	\$7.005	\$7.005	\$7.005
		\$11.005	\$9.005	\$7.005	\$7.005

2022-2027			
\$42.030			
\$42.030			

# **Transportation Improvement Program Fiscal Years 2018 - 2021**

Hudson-Bergen LRT Northern Extension

Funding is for the design, engineering, construction to reintroduce rail service between Englewood in Bergen County and North Bergen in Hudson County to improve regional mobility, mitigate traffic congestion, and foster economic investment. The reintroduction of rail transit service in eastern Bergen County will mark a significant step forward for congestion relief on local and county roads burdened by daily commuter traffic. Eastern Bergen County residents are significantly oriented to jobs in New York City and the Hudson County waterfront and Northern Branch service will provide a mass transit alternative.

The 10-mile corridor extends from North Bergen to Englewood using the existing CSX Northern Branch freight corridor. The project will connect to the HBLR system, which terminates at Tonnelle Avenue in North Bergen.





Counties:

Various

Municipalities:

Various

NJ Transit CIS Category:

**DBNUM:** T301

Mass Transit Assets

**RCIS Category:** 

Transit Expansion

Sponsor:

NJ TRANSIT

Air Quality Code:

MT6, MT7, MT8, MT9

(Exempt)

**Est. Total Project Cost:** 

(Million) \$95.000

FY 2018 - 2021 TIP Cost: (Million) \$95.000

PHASE SOUR	RCE	2018	2019	2020	2021
ERC STATE		\$28.500	\$33.500	\$33.000	
		\$28.500	\$33.500	\$33.000	

2022-2027

## **Transportation Improvement Program Fiscal Years 2018 - 2021**

Immediate Action Program

Funding is provided for emergency project needs under the rail, bus, and headquarters programs; contract change orders; consultant agreement modifications; and other unanticipated work identified during the course of the year, thus allowing the agency to be responsive to emergency and unforeseen circumstances which arise unexpectedly. This project is funded under the provisions of Section 13 of P.L. 1995, c.108.





Counties:

Various

Municipalities:

Various

**NJ Transit CIS Category:** 

DBNUM: T20

Mass Transit Assets

**RCIS Category:** 

Transit Preservation

Sponsor:

NJ TRANSIT

Air Quality Code:

S12 (Exempt)

**Est. Total Project Cost:** 

(Million) \$146.294

Unobligated Prior Year Funding:	Fund	FY 2012 FY 2013 FY 2014 FY 2015 FY 2016 FY 2017
Immediate Action Program	STATE	\$8.000 \$8.000 \$6.166 \$8.000

FY 2018 - 2021 TIP Cost: (Million) \$45.609

PHASE	SOURCE	2018	2019	2020	2021
ERC STATE		\$12.486	\$10.801	\$12.138	\$10.185
		\$12.486	\$10.801	\$12.138	\$10.185

2022-2027			
\$100.685			
\$100.685			

# **Transportation Improvement Program Fiscal Years 2018 - 2021**

Job Access and Reverse Commute Program

Funding is provided to continue the Job Access and Reverse Commute (JARC) program with nonfederal funds. Moving Ahead for Progress in the 21st Century (MAP-21) eliminated the requirement for dedicated Federal funding for JARC.





Counties:

Various

Municipalities:

Various

**NJ Transit CIS Category:** 

**DBNUM:** T199

Local System Support

**RCIS Category:** 

Transit Expansion

Sponsor:

**NJ TRANSIT** 

Air Quality Code:

MT1, O10c (Exempt)

**Est. Total Project Cost:** 

(Million) \$37.100

Unobligated Prior Year Funding:	Fund	FY 2012 FY 2013 FY 2014 FY 2015 FY 2016 FY 2017
Job Access and Reverse Commute Program	MATCH	\$3.010
	OPER	\$4.578 \$3.710

FY 2018 - 2021 TIP Cost: (Million) \$14.840

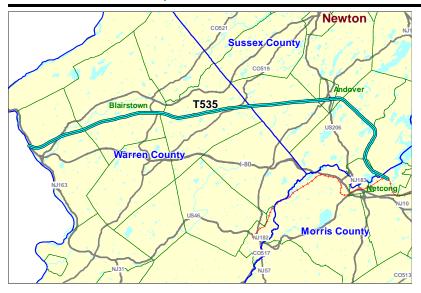
PHASE	SOURCE	2018	2019	2020	2021	2022-2027
SWI	OPER	\$3.710	\$3.710	\$3.710	\$3.710	\$22.260
		\$3.710	\$3.710	\$3.710	\$3.710	\$22.260

2022-2027
\$22.260
\$22.260

## **Transportation Improvement Program Fiscal Years 2018 - 2021**

Lackawanna Cutoff MOS Project

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



#### Counties:

Morris Sussex Warren

Municipalities:

Various

**NJ Transit CIS Category:** 

**DBNUM:** T535

Congestion Relief

**RCIS Category:** 

Transit Expansion

Sponsor:

**NJ TRANSIT** 

Air Quality Code:

2025M (Non-Exempt)

Est. Total Project Cost:

(Million) \$61.624

Unobligated Prior Year Funding:	Fund	FY 2012 FY 2013 FY 2014 FY 2015 FY 2016 FY 2017
Lackawanna Cutoff MOS Project	SECT 5307	\$2.200 \$1.710 \$13.000 \$18.650
	STATE	\$5.000 \$4.000

FY 2018 - 2021 TIP Cost: (Million) \$21.889

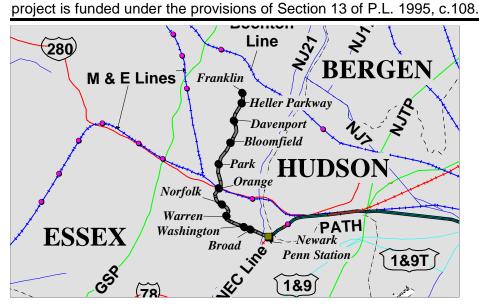
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PHASE	SOURCE	2018	2019	2020	2021
ERC	SECT 5307	\$3.045	\$10.000	\$8.844	
		\$3.045	\$10.000	\$8.844	

	2022-2027
ı	

# **Transportation Improvement Program Fiscal Years 2018 - 2021**

Light Rail Infrastructure Improvements

Funding is provided for Light Rail improvements including, but not limited to, communication systems upgrade, accessibility improvements, vehicle and facility improvements, and other infrastructure rehabilitation improvements, including rolling stock enhancements. Funding is also provided for 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



#### Counties:

Various

Municipalities:

**Newark City** 

**NJ Transit CIS Category:** 

**DBNUM:** T95

Mass Transit Assets

**RCIS Category:** 

**Transit Preservation** 

Sponsor:

\$4.000

NJ TRANSIT

Air Quality Code:

MT9 (Exempt)

Est. Total Project Cost: (Million) \$74.400

FY 2012 FY 2013 FY 2014 FY 2015 FY 2016 FY 2017

\$9.025

\$5.000

FY 2018 - 2021 TIP Cost: (Million) \$13.150

**Unobligated Prior Year Funding:** 

**Light Rail Infrastructure Improvements** 

Unconstrained Information Year

\$4.000

PHASE	SOURCE	2018	2019	2020	2021
ERC	STATE	\$4.225	\$2.275	\$2.275	\$4.375
		\$4.225	\$2.275	\$2.275	\$4.375

Fund

STATE

2022-2027
\$61.250
\$61.250

# **Transportation Improvement Program Fiscal Years 2018 - 2021**

Locomotive Overhaul

Funding is provided for the cyclic overhaul of locomotives based on manufacturer replacement standards to support the equipment through its useful life. This project is funded under the provisions of Section 13 of P.L. 1995, c.108.



Counties:

Various

Municipalities:

Various

**NJ Transit CIS Category:** 

**DBNUM:** T53E

Mass Transit Assets

**RCIS Category:** 

**Transit Preservation** 

Sponsor:

**NJ TRANSIT** 

Air Quality Code:

MT3 (Exempt)

**Est. Total Project Cost:** 

(Million) \$78.608

FY 2012 FY 2013 FY 2014 FY 2015 FY 2016 FY 2017 Unobligated Prior Year Funding: Fund STATE **Locomotive Overhaul** \$16.000 \$31.000 \$23.697 \$27.000

FY 2018 - 2021 TIP Cost: (Million) \$36.914

PHASE	SOURCE	2018	2019	2020	2021	2022-2027
CAP	SECT 5337	\$15.749				
CAP	STATE	\$4.701	\$4.701	\$7.063	\$4.701	\$28.204
		\$20.450	\$4.701	\$7.063	\$4.701	\$28.204

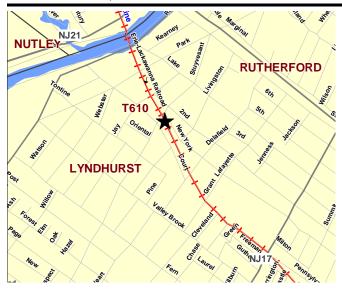
2022-2027	
\$28.204	
\$28.204	

# **Transportation Improvement Program Fiscal Years 2018 - 2021**

Lyndhurst Intermodal ADA Improvements

**DBNUM: T610** 

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.



Counties:

Bergen

Municipalities:

Lyndhurst Township

**NJ Transit CIS Category:** 

Mass Transit Assets

**RCIS Category:** 

Transit Enhancement

Sponsor:

NJ TRANSIT

Air Quality Code:

MT8 (Exempt)

**Est. Total Project Cost:** 

(Million) \$21.955

Unobligated Prior Year Funding:	Fund	FY 2012 FY 2013 FY 2014 FY 2015 FY 2016 FY 2017
Lyndhurst Improvements	SECT 5307-TAP	\$2.000
	STP-TAP	\$0.500
Lyndhurst Intermodal ADA Improvements	SECT 5307-TAP	\$2.000 \$22.405
	SECT5307	\$2.000
	STATE	\$2.000

FY 2018 - 2021 TIP Cost: (Million) \$5.883

PHASE	SOURCE	2018	2019	2020	2021	2022-2027
ERC	SECT 5307	\$5.883				
		\$5.883				

2022-2027

# **Transportation Improvement Program Fiscal Years 2018 - 2021**

Miscellaneous DBNUM: T122

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





Counties:

Various

**Municipalities:** 

Various

**NJ Transit CIS Category:** 

Mass Transit Assets

**RCIS Category:** 

Transit Enhancement

Sponsor:

**NJ TRANSIT** 

Air Quality Code:

O10b (Exempt)

**Est. Total Project Cost:** 

(Million) \$16.721

Unobligated Prior Year Funding:	Fund	FY 2012 FY 2013 FY 2014 FY 2015 FY 2016 FY 2017
Miscellaneous	STATE	\$0.350 \$8.000

FY 2018 - 2021 TIP Cost: (Million) \$14.621

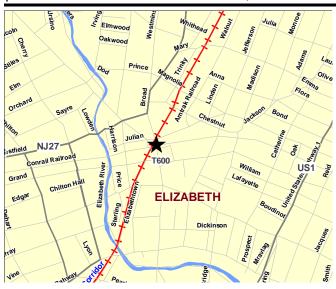
PHASE	SOURCE	2018	2019	2020	2021
ERC	STATE	\$5.451	\$3.850	\$3.850 \$3.150 \$2.17	
		\$5.451	\$3.850	\$3.150	\$2.170

2022-2027
\$2.100
\$2.100

# **Transportation Improvement Program Fiscal Years 2018 - 2021**

**NEC Elizabeth Intermodal Station Improvements** 

Funding is provided for the reconstruction of the passenger platforms and station building at Elizabeth Intermodal Station, including, but not limited to new elevators and stairs, ticket and operational office space, and retail space. Toll Credit will be used as the non-federal match. An explanation of toll credit can be found in the introduction section of the STIP. This project is funded under the provisions of Section 13 of P.L. 1995, c.108.



Counties:

Union

Municipalities:

Elizabeth City

NJ Transit CIS Category:

**DBNUM:** T600

Mass Transit Assets

**RCIS Category:** 

**Transit Preservation** 

**Sponsor:** 

NJ TRANSIT

Air Quality Code:

MT8 (Exempt)

**Est. Total Project Cost:** 

(Million) \$61.600

Unobligated Prior Year Funding:	Fund	FY 2012 FY 2013	FY 2014	FY 2015	FY 2016	FY 2017
NEC Elizabeth Intermodal Station Improvemen	nts SECT 5307	\$2.000		\$0.350		
	SECT 5339/5307			\$5.920		
NEC Elizabeth Rail Station Improvements	SECT 5307		\$11.499		\$37.124	\$0.235
	SECT 5339				\$8.175	\$12.000

FY 2018 - 2021 TIP Cost: (Million) \$17.951

PHASE	SOURCE	2018	2019	2020	2021
ERC	SECT 5307		\$2.448		
ERC	SECT 5339	\$9.088	\$6.333	\$.082	
		\$9.088	\$8.781	\$.082	

2022-2027

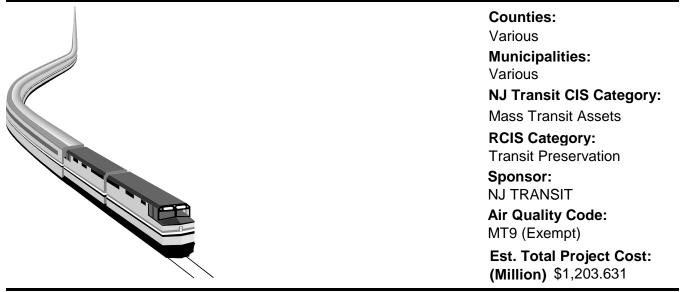
# **Transportation Improvement Program Fiscal Years 2018 - 2021**

**NEC Improvements** 

DBNUM: T44

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.



Unobligated Prior Year Funding:	Fund	FY 2012 FY 2013 FY 2014 FY 2015 FY 2016 FY 2017
NEC Improvements	SECT 5307	\$13.000
	STATE	\$31.000 \$95.000 \$27.300 \$67.000

FY 2018 - 2021 TIP Cost: (Million) \$387.015

		•			
PHASE	SOURCE	2018	2019	2020	2021
ERC	SECT 5307	\$4.580	\$2.940	\$7.170	\$5.040
ERC	SECT 5337	\$5.900	\$22.850	\$22.850	\$22.850
ERC	SECT 5339	\$.450	\$3.560	\$12.540	
ERC	STATE	\$59.150	\$63.154	.154 \$105.981 \$48	
		\$70.080	\$92.504	\$148.541	\$75.890

ľ	2022-2027
I	\$55.362
	\$122.735
	\$638.520
I	\$816.616

# **Transportation Improvement Program Fiscal Years 2018 - 2021**

NJ TRANSIT Grid Project

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

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).





Counties:

Various

**Municipalities:** 

Various

**NJ Transit CIS Category:** 

**DBNUM:** T910

Mass Transit Assets

**RCIS Category:** 

**Transit Preservation** 

Sponsor:

NJ TRANSIT

Air Quality Code:

MT6 (Exempt)

Est. Total Project Cost:

(Million) \$510.017

Unobligated Prior Year Funding:	Fund	FY 2012 FY 2013 FY 2014 FY 2015 FY 2016 FY 2017
NJ TRANSIT Grid Project	SECT 5324	\$409.765
	STATE	\$6.000

FY 2018 - 2021 TIP Cost: (Million) \$510.017

			, ,		
PHASE	SOURCE	2018	2019	2020	2021
ERC	SECT 5324	\$409.765			
ERC	STATE	\$22.172	\$38.104	\$8.000	\$31.976
		\$431.937	\$38.104	\$8.000	\$31.976

2022-2027

## **Transportation Improvement Program Fiscal Years 2018 - 2021**

NJ TRANSIT Raritan River Drawbridge Replacement Project

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.





**Counties:** 

Various

Municipalities:

Various

**NJ Transit CIS Category:** 

**DBNUM:** T909

Mass Transit Assets

**RCIS Category:** 

**Transit Preservation** 

Sponsor:

NJ TRANSIT

Air Quality Code:

O9 (Exempt)

**Est. Total Project Cost:** 

(Million) \$134.643

Unobligated Prior Year Funding:	Fund	FY 2012 FY 2013 FY 2014 FY 2015 FY 2016 FY 2017
NJ TRANSIT Raritan River Drawbridge Replacement Project	SECT 5324	\$446.312
, ,	STATE	\$5.000

FY 2018 - 2021 TIP Cost: (Million) \$134.643

PHASE	SOURCE	2018	2019	2020	2021
ERC	STATE	\$5.000	\$71.501	\$58.142	
		\$5.000	\$71.501	\$58.142	

2022-2027

# **Transportation Improvement Program Fiscal Years 2018 - 2021**

NJ TRANSIT System Repairs/Restoration

Funding is provided to operate and restore NJ TRANSIT's rail, bus, light rail and ferry systems, including costs for substitute service that was provided when rail service was unavailable. NJ TRANSIT's system was heavily damaged by Superstorm Sandy, experiencing washouts, bridge damage, facility impacts, and rolling stock damage. Funding is provided to reimburse NJ TRANSIT for costs already incurred and future costs to repair damage. Toll Credit will be used as the non-federal match. An explanation of toll credit can be found in the Introduction Section of the STIP





Counties:

Various

**Municipalities:** 

Various

**NJ Transit CIS Category:** 

**DBNUM:** T906

Mass Transit Assets

**RCIS Category:** 

Transit Preservation

Sponsor:

NJ TRANSIT

Air Quality Code:

O9 (Exempt)

**Est. Total Project Cost:** 

(Million) \$140.438

Unobligated Prior Year Funding:	Fund	FY 2012 FY 2013 FY	2014 FY 2015	FY 2016	FY 2017
NJ TRANSIT System Repairs/Restoration	SECT 5324	\$19.023	\$75.655	\$10.047	\$27.560

FY 2018 - 2021 TIP Cost: (Million) \$140.438

PHASE	SOURCE	2018	2019	2020	2021
EC	SECT 5324	\$27.560			
ERC	SECT 5324	\$112.878			
		\$140.438			

	2022-2027
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# **Transportation Improvement Program Fiscal Years 2018 - 2021**

Other Rail Station/Terminal Improvements

Funding is provided for the design, land acquisition and construction of various stations, platform extensions, parking and related facilities, and upgrades throughout the system including related track and rail infrastructure work. Also included are station and facility inspection and repair, customer service station bike locker installation - systemwide, and STARS Program. This project is funded under the provisions of Section 13 of P.L. 1995, c.108.



#### Counties:

Various

Municipalities:

Various

**NJ Transit CIS Category:** 

**DBNUM:** T55

Mass Transit Assets

**RCIS Category:** 

Transit Enhancement

Sponsor:

**NJ TRANSIT** 

Air Quality Code:

MT8 (Exempt)

**Est. Total Project Cost:** 

(Million) \$31.094

Unobligated Prior Year Funding:	Fund	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017
Other Rail Station/Terminal Improvements	SECT 5307						\$15.000
	STATE			\$7.000	\$6.000	\$20.310	\$9.000

FY 2018 - 2021 TIP Cost: (Million) \$15.431

PHASE	SOURCE	2018	2019	2020	2021
ERC	STATE	\$7.599	\$2.610	\$2.610	\$2.610
		\$7.599	\$2.610	\$2.610	\$2.610

Uncons	trai	ned
nformat	ion	Year

2022-2027
\$15.663
\$15.663

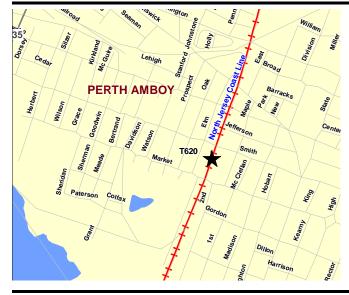
# **Transportation Improvement Program Fiscal Years 2018 - 2021**

Perth Amboy Intermodal ADA Improvements

**DBNUM:** T620

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

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



Counties:

Middlesex

Municipalities:

Perth Amboy City

**NJ Transit CIS Category:** 

Mass Transit Assets

**RCIS Category:** 

**Transit Enhancement** 

Sponsor:

NJ TRANSIT

Air Quality Code:

MT8 (Exempt)

**Est. Total Project Cost:** 

(Million) \$46.840

Unobligated Prior Year Funding:	Fund	FY 2012 FY 201	3 FY 2014	FY 2015	FY 2016	FY 2017
Perth Amboy Intermodal ADA Improvements	SECT 5307	\$6.048				
	SECT 5339/5307			\$4.700		
	STP-TAP			\$0.500		
Perth Amboy Station Improvements	SECT 5307		\$4.752	\$3.410	\$22.297	
	SECT 5339					\$3.000
	SECT 5339/5307				\$3.125	
	STATE				\$0.383	
	STP-TAP		\$0.500		\$0.500	

FY 2018 - 2021 TIP Cost: (Million) \$22.213

**PHASE** SOURCE 2018 2019 2020 2021 **ERC SECT 5307** \$12.500 **ERC SECT 5339** \$3.089 \$2.736 **ERC** STATE \$1.888 **ERC** STP-TE \$1.000 \$1.000 \$18.477 \$3.736

2022-2027

# **Transportation Improvement Program Fiscal Years 2018 - 2021**

Physical Plant

Funding is provided for demolition of out-of-service facilities, energy conservation program, work

environment improvements, replacement of antiquated administrative support equipment, purchase of material warehouse equipment, replacement of non-revenue vehicles, and other minor improvements to various bus/rail facilities. This project is funded under the provisions of Section 13 of P.L. 1995, c.108.





Counties:

Various

Municipalities:

Various

**NJ Transit CIS Category:** 

**DBNUM:** T121

**Transportation Support Facil** 

**RCIS Category:** 

Transit Preservation

Sponsor:

NJ TRANSIT

Air Quality Code:

MT4 (Exempt)

**Est. Total Project Cost:** 

(Million) \$11.898

Unobligated Prior Year Funding:	Fund	FY 2012 FY 2013 FY 2014 FY 2015 FY 2016 FY 2017
Physical Plant	STATE	\$1.000 \$1.000 \$1.171 \$1.000

FY 2018 - 2021 TIP Cost: (Million) \$4.884

PHASE	SOURCE	2018	2019	2020	2021
ERC	STATE	\$1.273	\$1.273	\$1.169	\$1.169
		\$1.273	\$1.273	\$1.169	\$1.169

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nformation Yea	ır

2022-2027
\$7.014
\$7.014

# **Transportation Improvement Program Fiscal Years 2018 - 2021**

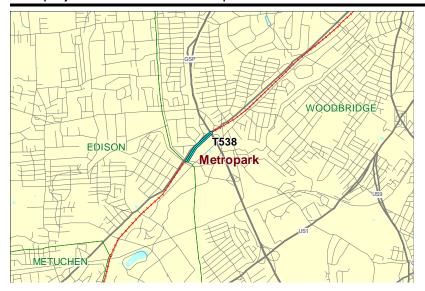
Portal Bridge North

**DBNUM:** T538

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.



**Counties:** 

Various

Municipalities:

Various

**NJ Transit CIS Category:** 

Mass Transit Assets

**RCIS Category:** 

Transit Preservation

Sponsor:

**NJ TRANSIT** 

Air Quality Code:

MT9 (Exempt)

**Est. Total Project Cost:** 

(Million) \$196.895

FY 2018 - 2021 TIP Cost: (Million) \$75.428

PHASE	SOURCE	2018	2019	2020	2021
ERC	STATE	\$20.935	\$14.000	\$26.493	\$14.000
		\$20.935	\$14.000	\$26.493	\$14.000

2022-2027
\$121.467
\$121.467

# **Transportation Improvement Program Fiscal Years 2018 - 2021**

Preventive Maintenance-Bus

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





Counties:

Various

Municipalities:

Various

**NJ Transit CIS Category:** 

**DBNUM:** T135

Mass Transit Assets

**RCIS Category:** 

Transit Preservation

Sponsor:

NJ TRANSIT

Air Quality Code:

MT3 (Exempt)

Est. Total Project Cost:

(Million) \$1,067.891

Unobligated Prior Year Funding:	Fund	FY 2012 FY 2013 FY 2014 FY 2015 FY 2016 FY 2017
Preventive Maintenance-Bus	OTHER	\$27.000
	SECT 5307	\$15.285 \$6.686 \$41.824 \$82.093 \$85.000
	STP	\$33.500 \$18.282
	STP-NJ	\$20.000 \$20.000

FY 2018 - 2021 TIP Cost: (Million) \$377.308

			- , ,		
PHASE	SOURCE	2018	2019	2020	2021
CAP	SECT 5307	\$68.956	\$78.883	\$78.883	\$78.883
CAP	STATE	\$8.399	\$6.602	\$11.122	\$21.682
CAP	STBGP-NJ	\$23.900			
		\$101.255	\$85.485	\$90.005	\$100.565

2022-2027
\$560.496
\$130.086
\$690.583

# **Transportation Improvement Program Fiscal Years 2018 - 2021**

Preventive Maintenance-Rail

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





Counties:

Various

Municipalities:

Various

**NJ Transit CIS Category:** 

DBNUM: T39

Mass Transit Assets

**RCIS Category:** 

**Transit Preservation** 

Sponsor:

NJ TRANSIT

Air Quality Code:

MT3 (Exempt)

**Est. Total Project Cost:** 

(Million) \$2,650.288

Unobligated Prior Year Funding:	Fund	FY 2012 FY 2013 FY 2014 FY 2015 FY 2016 FY 2017
Preventive Maintenance-Rail	OTHER	\$47.000
	SECT 5307	\$18.363 \$27.901 \$70.400 \$43.400 \$82.000
	SECT 5337	\$138.700 \$145.850 \$146.000
	STP	\$64.218
	STP-	\$49.000
	STP-NJ	\$50.500 \$50.500

FY 2018 - 2021 TIP Cost: (Million) \$1049.738

	1 1 2010 2021 1	, ,	······		
PHASE	SOURCE	2018	2019	2020	2021
CAP	SECT 5307	\$72.661	\$75.076	\$75.454	\$75.493
CAP	SECT 5337	\$145.853	\$145.853	\$145.853	\$145.853
CAP	STATE	\$21.354	\$16.785	\$28.277	\$55.126
CAP	STBGP-NJ	\$46.100			
		\$285.968	\$237.714	\$249.584	\$276.472

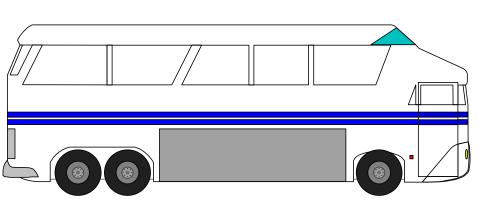
2022-2027
\$394.686
\$875.118
\$330.747
\$1600.551

# **Transportation Improvement Program Fiscal Years 2018 - 2021**

Private Carrier Equipment Program

**DBNUM:** T106

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



Counties:

Various

Municipalities:

Various

**NJ Transit CIS Category:** 

Mass Transit Assets

**RCIS Category:** 

**Transit Preservation** 

Sponsor:

**NJ TRANSIT** 

Air Quality Code:

MT10 (Exempt)

**Est. Total Project Cost:** 

(Million) \$21.000

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

FY 2018 - 2021 TIP Cost: (Million) \$8.400

		•			
PHASE SOURCE	2018	2019	2020	2021	2022-2027
CAP STATE	\$2.100	\$2.100	\$2.100	\$2.100	\$12.600
	\$2.100	\$2.100	\$2.100	\$2.100	\$12.600

2022-2027
\$12.600
\$12.600

# **Transportation Improvement Program Fiscal Years 2018 - 2021**

Rail Capital Maintenance

DBNUM: T34

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



Counties:

Various

Municipalities:

Various

**NJ Transit CIS Category:** 

Mass Transit Assets

**RCIS Category:** 

**Transit Preservation** 

Sponsor:

**NJ TRANSIT** 

Air Quality Code:

MT3 (Exempt)

**Est. Total Project Cost:** 

(Million) \$546.345

Unobligated Prior Year Funding:FundFY 2012 FY 2013 FY 2014 FY 2015 FY 2016 FY 2017Rail Capital MaintenanceSTATE\$3.000

FY 2018 - 2021 TIP Cost: (Million) \$190.166

2022-2027
\$356.179
\$356.179

PHASE	SOURCE	2018	2019	2020	2021
CAP	STATE	\$12.077	\$59.363	\$59.363	\$59.363
		\$12.077	\$59.363	\$59.363	\$59.363

# **Transportation Improvement Program Fiscal Years 2018 - 2021**

Rail Fleet Overhaul

This program provides funds for the mid-life overhaul and reliability/safety improvements of rail cars based on manufacturer recommendations and other rolling stock modifications to meet recently issued FRA and APTA mandated standards. This project is funded under the provisions of Section 13 of P.L. 1995, c.108.



Counties:

Various

Municipalities:

Various

**NJ Transit CIS Category:** 

**DBNUM: T53G** 

Mass Transit Assets

**RCIS Category:** 

Transit Preservation

Sponsor:

NJ TRANSIT

Air Quality Code:

MT3 (Exempt)

**Est. Total Project Cost:** 

(Million) \$25.498

 Unobligated Prior Year Funding:
 Fund
 FY 2012
 FY 2013
 FY 2014
 FY 2015
 FY 2016
 FY 2017

 Rail Fleet Overhaul
 STATE
 \$28.000
 \$15.000
 \$11.011
 \$1.000

FY 2018 - 2021 TIP Cost: (Million) \$19.924

PHASE	SOURCE	2018	2019	2020	2021	2022-2027
CAP	STATE	\$8.191	\$.929	\$9.874	\$.929	\$5.574
		\$8.191	\$.929	\$9.874	\$.929	\$5.574

## **Transportation Improvement Program Fiscal Years 2018 - 2021**

#### Rail Rolling Stock Procurement

This program provide funds for the replacement of rail rolling stock, including engineering assistance and project management, to replace over-aged equipment including rail cars, revenue service locomotives, and expansion of NJ TRANSIT rolling stock fleet (cars and locomotives) to accommodate projected ridership growth and other system enhancements over the next ten years. Funding is provided to support vehicles\equipment (for rail operations). Annual funds are provided for Comet V single-level car lease payments, Electric Locomotive lease payments, Diesel Locomotive lease payments, Dual Power Locomotives and Multi-Level rail car lease payments and other upcoming rolling stock lease payments. Pay-as-you-go funding is also programmed for Multi-Level vehicles and other rolling stock.

Toll Credit will be used as the non-federal match. An explanation of toll credit can be found in the Introduction Section of the STIP.

#### CMAQ:

Funding for Rail Rolling Stock Procurement will include CMAQ funds. Rail Rolling Stock Procurement is CMAQ eligible because it meets federal eligibility requirements. The project will provide funding for the purchase of Multi-Level Coaches and Multi-Level EMU vehicles. For the CMAQ justification see "CMAQ Report for NJ TRANSIT".

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



#### Counties:

Various

Municipalities:

Various

**NJ Transit CIS Category:** 

**DBNUM:** T112

Mass Transit Assets

**RCIS Category:** 

**Transit Preservation** 

Sponsor:

NJ TRANSIT

Air Quality Code:

MT3 (Exempt)

Est. Total Project Cost:

(Million) \$1,961.523

Unobligated Prior Year Funding:	Fund	FY 2012 FY 2013 FY 2014 FY 2015 FY 2016 FY 2017
Rail Rolling Stock Procurement	CMAQ	\$18.000 \$109.000 \$173.009
	SECT 5307	\$71.000 \$61.823 \$53.580 \$102.954
	STATE	\$12.000 \$12.020 \$10.000

FY 2018 - 2021 TIP Cost: (Million) \$652.290

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PHASE	SOURCE	2018	2019	2020	2021
CAP	CMAQ	\$46.450	\$69.675	\$69.675	\$69.675
CAP	SECT 5307	\$72.808	\$67.082	\$67.043	\$45.422
CAP	SECT 5337				
CAP	STATE	\$23.817	\$25.869	\$43.739	\$51.036
		\$143.075	\$162.626	\$180.457	\$166.133

2022-2027
\$418.050
\$390.930
\$5.853
\$494.400
\$1309.233

# **Transportation Improvement Program Fiscal Years 2018 - 2021**

Rail Support Facilities and Equipment

This program provides funds for rehabilitation and construction activities for yard improvements systemwide, improvements at support facilities necessary to perform maintenance work at rail yards including work at Port Morris Yard, rail capacity improvements including passing sidings, interlockings and electric traction improvements, signal and communication improvements at support facilities, right-of-way fencing, maintenance-of-way equipment and the installation of pedestal tracks necessary to perform maintenance work at rail yards. Funding is provided for systemwide crew quarters, the Meadows Maintenance Complex upgrade/expansion work required to support the new rail fleet. Also included is funding for NJ TRANSIT's capital cost-sharing obligations related to use of Amtrak/Conrail facilities.

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



#### Counties:

Various

Municipalities:

Various

**NJ Transit CIS Category:** 

**DBNUM:** T37

Mass Transit Assets

**RCIS Category:** 

Transit Preservation

Sponsor:

NJ TRANSIT

Air Quality Code:

MT2 (Exempt)

Est. Total Project Cost: (Million) \$133.497

Unobligated Prior Year Funding:	Fund	FY 2012 FY 2013	FY 2014	FY 2015	FY 2016	FY 2017
Rail Support Facilities and Equipment	METRO-NORTH		\$0.690	\$0.690	\$0.690	\$1.000
	STATE		\$11.000	\$14.000	\$40.991	\$31.000

FY 2018 - 2021 TIP Cost: (Million) \$91.364

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PHASE	SOURCE	2018	2019	2020	2021
ERC	METRO-NORTH	\$.690	\$.690	\$.690	\$.690
ERC	OTHER	\$6.600	\$16.160	\$12.854	
ERC	SECT 5307				\$34.000
ERC	STATE	\$7.830	\$3.720	\$3.720	\$3.720
		\$15.120	\$20.570	\$17.264	\$38.410

2022-2027
\$4.140
\$14.000
\$23.993
\$42.133

# **Transportation Improvement Program Fiscal Years 2018 - 2021**

Safety Improvement Program

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





Counties:

Various

Municipalities:

Various

**NJ Transit CIS Category:** 

**DBNUM:** T509

**RCIS Category:** 

**Transit Expansion** 

Sponsor:

NJ TRANSIT

Air Quality Code:

S6 (Exempt)

**Est. Total Project Cost:** 

(Million) \$30.800

FY 2018 - 2021 TIP Cost: (Million) \$18.200

PHASE	SOURCE	2018	2019	2020	2021
ERC	STATE	\$4.200	\$4.900	\$4.900	\$4.200
		\$4.200	\$4.900	\$4.900	\$4.200

2022-2027
\$12.600
\$12.600

# **Transportation Improvement Program Fiscal Years 2018 - 2021**

Section 5310 Program

This program provides funds for the purchase of small buses or van-type vehicles for agencies that serve the elderly and persons with disabilities. This was formerly known as the Section 16 Program. This project is funded under the provisions of Section 13 of P.L. 1995, c.108.MATCH funds are provided from the State.



#### Counties:

Various

Municipalities:

Various

**NJ Transit CIS Category:** 

**DBNUM:** T150

Local System Support

**RCIS Category:** 

Transit Enhancement

Sponsor:

NJ TRANSIT

Air Quality Code:

MT2 (Exempt)

**Est. Total Project Cost:** 

(Million) \$62.475

Unobligated Prior Year Funding:	Fund	FY 2012 FY 2013	FY 2014	FY 2015	FY 2016	FY 2017
Section 5310 Program	MATCH		\$2.679	\$2.679	\$2.678	
	SECT 5310	\$3.360	\$5.040	\$5.040	\$5.040	\$5.000
	STATE				\$0.700	\$3.000

FY 2018 - 2021 TIP Cost: (Million) \$25.935

PHASE	SOURCE	2018	2019	2020	2021	2022-2027
CAP	SECT 5310	\$5.040	\$5.040	\$5.040	\$5.040	\$30.240
CAP	STATE	\$2.625	\$1.050	\$1.050	\$1.050	\$6.300
		\$7.665	\$6.090	\$6.090	\$6.090	\$36.540

# **Transportation Improvement Program Fiscal Years 2018 - 2021**

Section 5311 Program

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



#### Counties:

Various

Municipalities:

Various

**NJ Transit CIS Category:** 

**DBNUM:** T151

Local System Support

**RCIS Category:** 

Transit Enhancement

**Sponsor:** 

**NJ TRANSIT** 

**Air Quality Code:** 

O10c (Exempt)

**Est. Total Project Cost:** 

(Million) \$43.400

Unobligated Prior Year Funding:	Fund	FY 2012 FY 2013 FY 2014	FY 2015	FY 2016	FY 2017
Section 5311 Program	MATCH	\$4.410	\$2.940	\$2.940	\$1.000
	Sect 5311	\$4.410 \$2.940	\$2.940	\$2.940	\$3.000

# FY 2018 - 2021 TIP Cost: (Million) \$17.360

	1 1 2010 2021 11				
PHASE	SOURCE	2018	2019	2020	2021
CAP	MATCH	\$1.330	\$1.330	\$1.330	\$1.330
CAP	SECT 5311	\$2.940	\$2.940	\$2.940	\$2.940
CAP	STATE	\$.070	\$.070	\$.070	\$.070
		\$4.340	\$4.340	\$4.340	\$4.340

2022-2027
\$7.980
\$17.640
\$.420
\$26.040

# **Transportation Improvement Program Fiscal Years 2018 - 2021**

Security Improvements

This program provides funds for continued modernization/improvements of NJ TRANSIT Police and other security improvements. Today, the NJ TRANSIT Police Department is the only transit policing agency in the country with statewide authority and jurisdiction. The Department was created on January 1, 1983, and it evolved as a result of the passage of the Public Transportation Act of 1979 and subsequent legislation on the state and federal levels. This project is funded under the provisions of Section 13 of P.L. 1995, c.108.





**Counties:** 

Various

Municipalities:

Various

**NJ Transit CIS Category:** 

**DBNUM:** T508

Mass Transit Assets

**RCIS Category:** 

Security

Sponsor:

NJ TRANSIT

Air Quality Code:

S6 (Exempt)

**Est. Total Project Cost:** 

(Million) \$18.270

Unobligated Prior Year Funding:	Fund	FY 2012 FY 2013 FY 2014 FY 2015 FY 2016 FY 2017
Security Improvements	STATE	\$2.000 \$2.000 \$1.830

FY 2018 - 2021 TIP Cost: (Million) \$7.308

		1	<u> </u>		
PHASE	SOURCE	2018	2019	2020	2021
SWI	STATE	\$1.827	\$1.827	\$1.827	\$1.827
		\$1.827	\$1.827	\$1.827	\$1.827

2022-2027
\$10.962
\$10.962

# **Transportation Improvement Program Fiscal Years 2018 - 2021**

Signals and Communications/Electric Traction Systems

This project provides funding for continued modernization/improvements to the signal and communications systems, including signal/communication upgrade of interlockings, and other communication improvements. This project also provides funding for systemwide electric traction general upgrades including: substation replacement, wayside hot box detection system, rail microwave system upgrades, replacement of substation batteries and electric switch heaters, emergency power backup systemwide, rehabilitation of systemwide overhead catenary structures and foundations. This project is funded under the provisions of Section 13 of P.L. 1995, c.108.





Counties:

Various

**Municipalities:** 

Various

**NJ Transit CIS Category:** 

DBNUM: T50

Mass Transit Assets

**RCIS Category:** 

**Transit Preservation** 

Sponsor:

**NJ TRANSIT** 

Air Quality Code:

MT6 (Exempt)

**Est. Total Project Cost:** 

(Million) \$247.110

Unobligated Prior Year Funding:	Fund	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017
Signals and Communications/Electric Traction Systems	SECT 5307			\$2.091		\$13.000	
	SECT 5337					\$13.000	
	Section 5307		\$13.000				
	STATE				\$10.000	\$47.627	\$68.000

FY 2018 - 2021 TIP Cost: (Million) \$183.680

**PHASE** SOURCE 2018 2019 2020 2021 **ERC** STATE \$61.147 \$26.814 \$10.219 \$85.500 \$61.147 \$26.814 \$10.219 \$85.500

2022-2027
\$63.430
\$63.430

# **Transportation Improvement Program Fiscal Years 2018 - 2021**

Small/Special Services Program

Funding is provided for NJ TRANSIT efforts which initiate or promote transit solutions to reduce congestion, manage transportation demand and improve air quality. Included are State funds for the Vanpool Sponsorship Program, Transportation Management Association Program, and Federal funds for East Windsor Community Shuttle operating support. Funding is also provided for capital acquisition/operating expenses for the Community Shuttle Program, Bike/Transit facilitation, and other activities that improve air quality and help reduce congestion. Toll Credit will be used as the non-federal match. An explanation of toll credit can be found in the Introduction Section of the STIP. This project is funded under the provisions of Section 13 of P.L. 1995, c.108.



#### Counties:

Various

Municipalities:

Various

**NJ Transit CIS Category:** 

**DBNUM:** T120

Local System Support

**RCIS Category:** 

Transit Enhancement

Sponsor:

**NJ TRANSIT** 

Air Quality Code:

O10c (Exempt)

**Est. Total Project Cost:** 

(Million) \$58.611

Unobligated Prior Year Funding:	Fund	FY 2012	FY 2013	FY 2014	FY 2015 F	FY 2016	FY 2017	
Small/Special Services Program	CMAQ 5307	\$0.426	\$1.487	\$1.244		\$2.001		
	CMAQ LOCAL INITIATIVE						\$4.000	
	STATE					\$0.961	\$6.000	

FY 2018 - 2021 TIP Cost: (Million) \$23.444

PHASE	SOURCE	2018	2019	2020	2021	2
EC	STATE	\$5.861	\$5.861	\$5.861	\$5.861	
		\$5.861	\$5.861	\$5.861	\$5.861	

2022-2027
\$35.167
\$35.167

# **Transportation Improvement Program Fiscal Years 2018 - 2021**

Study and Development

**DBNUM:** T88

This element provides funds for system and infrastructure planning studies to ready projects for design, as well as demand forecasting and other related planning work. This project is funded under the provisions of Section 13 of P.L. 1995, c.108.





Counties:

Various

Municipalities:

Various

**NJ Transit CIS Category:** 

Congestion Relief

**RCIS Category:** 

Overhead

Sponsor:

**NJ TRANSIT** 

Air Quality Code:

O10a (Exempt)

**Est. Total Project Cost:** 

(Million) \$40.160

Unobligated Prior Year Funding:	Fund	FY 2012 FY 2013 FY 2014 FY 2015 FY 2016 FY 2017
Study and Development	STATE	\$4.000 \$4.000 \$9.440 \$4.000

FY 2018 - 2021 TIP Cost: (Million) \$16.066

PHASE	SOURCE	2018	2019	2020	2021
PLS	STATE	\$4.016	\$4.016	\$4.016	\$4.016
		\$4.016	\$4.016	\$4.016	\$4.016

2022-2027
\$24.094
\$24.094

# **Transportation Improvement Program Fiscal Years 2018 - 2021**

Technology Improvements

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

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





Counties:

Various

**Municipalities:** 

Various

NJ Transit CIS Category:

**DBNUM:** T500

Mass Transit Assets

**RCIS Category:** 

Transit Enhancement

Sponsor:

NJ TRANSIT

Air Quality Code:

MT5 (Exempt)

**Est. Total Project Cost:** 

(Million) \$92.050

FY 2012 FY 2013 FY 2014 FY 2015 FY 2016 FY 2017 Fund Unobligated Prior Year Funding: STATE \$14.000 \$22.000 \$28.335 \$6.000 **Technology Improvements** 

FY 2018 - 2021 TIP Cost: (Million) \$38.780

PHASE	SOURCE	2018	2019	2020	2021
EC	OTHER	\$3.325	\$3.245		
EC	STATE	\$6.545	\$11.175	\$6.545	\$7.945
		\$9.870	\$14.420	\$6.545	\$7.945

ln	formation Year
	2022-2027

Unconstrained

2022-2027
\$53.270
\$53.270

# **Transportation Improvement Program Fiscal Years 2018 - 2021**

Track Program

DBNUM: T42

Funding is provided for an annual program of track rehabilitation including systemwide replacement of life-expired ties and other rail improvements, right-of-way fencing, equipment necessary to maintain a state of good and safe repair, purchase of long lead-time materials for next construction season, maintenance-of-way work equipment, interlocking improvements, passing sidings and other improvements. Toll Credit will be used as the non-federal match. An explanation of toll credit can be found in the introduction section of the STIP. This project is funded under the provisions of Section 13 of P.L. 1995, c.108.



#### Counties:

Various

Municipalities:

Various

**NJ Transit CIS Category:** 

Mass Transit Assets

**RCIS Category:** 

Transit Preservation

Sponsor:

**NJ TRANSIT** 

Air Quality Code:

MT9 (Exempt)

**Est. Total Project Cost:** 

(Million) \$167.220

Unobligated Prior Year Funding:	Fund	FY 2012 FY 2013 FY 2014 FY 2015 FY 2016 FY 2017
Track Program	STATE	\$17.000 \$17.000 \$16.722 \$17.000

FY 2018 - 2021 TIP Cost: (Million) \$66.888

PHASE	SOURCE	2018	2019	2020	2021
ERC	STATE	\$16.722	\$16.722	\$16.722	\$16.722
		\$16.722	\$16.722	\$16.722	\$16.722

2022-2027
\$100.332
\$100.332

# **Transportation Improvement Program Fiscal Years 2018 - 2021**

Train Controls-Wayside Signals, Power & Communication Resiliency

**DBNUM:** T911

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).





Counties:

Various

Municipalities:

Various

**NJ Transit CIS Category:** 

Mass Transit Assets

**RCIS Category:** 

**Transit Preservation** 

Sponsor:

NJ TRANSIT

Air Quality Code:

MT6 (Exempt)

**Est. Total Project Cost:** 

(Million) \$26.635

Unobligated Prior Year Funding:	Fund	FY 2012 FY 2013 FY 2014 FY 2015 FY 2016 FY 2017
Train Controls-Wayside Signals, Power & Communication Resiliency	SECT 5324	\$88.903
_	STATE	\$1.000

FY 2018 - 2021 TIP Cost: (Million) \$26.635

PHASE	SOURCE	2018	2019	2020	2021	2022-2027
ERC	STATE	\$22.536	\$4.099			
		\$22.536	\$4.099			

# **Transportation Improvement Program Fiscal Years 2018 - 2021**

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

Funding is provided for projects or project elements that are designed to enhance mass transportation service or use and are physically or functionally related to transit facilities as outlined in FTA Circular 9030.1C., including funding for a Statewide Bus Signs and Shelter Maintenance Upgrade Program and historic restoration of NJ TRANSIT facilities. Toll Credit will be used as the non-federal match. An explanation of toll credit can be found in the introduction section of the STIP. This project is funded under the provisions of Section 13 of P.L. 1995, c.108.



#### Counties:

Various

Municipalities:

Various

**NJ Transit CIS Category:** 

Mass Transit Assets

**RCIS Category:** 

**Transit Enhancement** 

**Sponsor:** 

**NJ TRANSIT** 

Air Quality Code:

O8 (Exempt)

Est. Total Project Cost: (Million) \$263.283

Unobligated Prior Year Funding:	Fund	FY 2012 FY 2013	FY 2014	FY 2015	FY 2016	FY 2017
TAP	STP-TAP	\$1.000				
Transit Enhancements	SECT 5307					\$58.082
	SECT 5307/TAP				\$0.490	
	SECT 5307-TAP		\$0.535			
	SECT 5307-TE					\$0.490
	SECT 5339					\$1.800
	SECT 5339/5307				\$0.010	
Transit Enhancements/Transp Altern Prog (TAP)/Altern Transit Improv (ATI)	SECT 5307-TAP			\$0.490		

FY 2018 - 2021 TIP Cost: (Million) \$102.224

			, ,		
PHASE	SOURCE	2018	2019	2020	2021
ERC	SECT 5307	\$8.680	\$13.031	\$16.792	\$16.936
ERC	SECT 5337	\$4.354	\$6.599	\$8.880	\$8.880
ERC	SECT 5339	\$1.677	\$1.898	\$2.131	\$10.966
ERC	STP-TE			\$.700	\$.700
		\$14.710	\$21.529	\$28.503	\$37.482

2022-2027
\$82.022
\$53.242
\$21.596
\$4.200
\$161.060

## **Transportation Improvement Program Fiscal Years 2018 - 2021**

#### Transit Rail Initiatives

This program provides funding for transit expansion projects, including River Line Glassboro-Camden Light Rail Improvements, new station construction, ferry program, fixed guideway improvements (Rail, Light Rail, BRT, and Ferry), and related vehicle and equipment acquisition. Also included are FTA new starts projects authorized under New Jersey Urban Core or SAFETEA-LU. Potential projects in this category include (in no rank order): Northern Branch Rail; HBLR Extension to Secaucus; HBLR Secaucus-Meadowlands Connector; Passaic-Bergen rail service on the NYS&W east of Hawthorne using Diesel Multiple Unit (DMU) passenger equipment; Restoration of commuter rail service on the NYS&W west of Hawthorne; Port Morris Improvements; West Shore—Hoboken to West Haverstraw; NERL Elizabeth Segment from NJ TRANSIT'S Northeast Corridor Midtown Elizabeth Station to Newark Liberty International Airport via the Elizabeth Waterfront; Restoration of commuter rail service on the West Trenton line; River LINE LRT Capitol Extension; Second Phase of River LINE LRT/PATCO Extension; Glassboro-Camden Light Rail; Route 1 BRT, Second Phase of NERL (Newark Penn Station to Newark Liberty International Airport); Commuter rail extension in Monmouth and Ocean Counties; Lehigh Third Track Capacity Improvements; Extension of Cape May Seashore Line north to Hammonton (to Atlantic City Rail Line); Commuter Rail extension to Phillipsburg, improvements on the Atlantic City Rail Line, new rail station improvements such as Atlantic City Line/River LINE connection, Moynihan Station, Penn Station New York access improvements and platform extensions, Penn Station New York Central Concourse, Penn Station New York West End Concourse, E-yard expansion, Bus Rapid Transit Initiatives, Park and Rides and Smart Card Technology Program along with other new 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.





#### Counties:

Various

Municipalities:

Various

**NJ Transit CIS Category:** 

**DBNUM:** T300

Congestion Relief

**RCIS Category:** 

Transit Expansion

Sponsor:

NJ TRANSIT

Air Quality Code:

MT8, O10a (Exempt)

Est. Total Project Cost: (Million) \$2,274.609

 Unobligated Prior Year Funding:
 Fund
 FY 2012
 FY 2013
 FY 2014
 FY 2015
 FY 2016
 FY 2017

 Transit Rail Initiatives
 STATE
 \$3.000
 \$5.000
 \$2.675
 \$10.000

FY 2018 - 2021 TIP Cost: (Million) \$97.185

PHASE	SOURCE	2018	2019	2020	2021
ERC	STATE	\$6.675	\$17.536	\$40.299	\$32.675
		\$6.675	\$17.536	\$40.299	\$32.675

2022-2027	
\$100.522	
\$100.522	

# **Transportation Improvement Program Fiscal Years 2018 - 2021**

Wood Ridge Maintenance Of Way Facility Relocated Project

DBNUM: T38

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.





Counties:

Various

Municipalities:

Various

**NJ Transit CIS Category:** 

Mass Transit Assets

**RCIS Category:** 

**Transit Preservation** 

Sponsor:

NJ TRANSIT

Air Quality Code:

MT8 (Exempt)

**Est. Total Project Cost:** 

(Million) \$10.000

FY 2018 - 2021 TIP Cost: (Million) \$10.000

PHASE	SOURCE	2018	2019	2020	2021
ERC	STATE	\$10.000			
		\$10.000			

2022-2027

# THE PORT AUTHORITY OF NEW YORK & NEW JERSEY DISASTER RELIEF PROJECT SUMMARY

# NJTPA Transportation Improvement Program Fiscal Years 2018 - 2021 **PANYNJ Disaster Relief Projects and Programs Summary**

		(\$ Millions)					
Project	DBNUM	FY 2018 PHASE COST		FY 2019 PHASE COST	FY 2020	FY 2021 PHASE COST	Page
Concrete Sea Wall East of Harrison Car Maintenance Facility	PA1424	CON	9.78				1
Equipment Purchases	PA1421	CON	11.50	)			2
Harrison Car Maintenance Facility Automatic Flood Barrier	PA1423	CON	7.38				3
Lifts	PA1416	CON	6.67				4
Priority Protective Measures with Potential Environmental Impacts	PA1411	CON	3.40				5
Rehabilitation of PATH Stations	PA1711	CON	5.00				6
Repairs at Harrison Car Maintenance Facility	PA1710	CON	22.59	)			7
Salt Mitigation	PA1412	CON	99.44	ļ			8
Substations	PA1413	CON	33.89	)			9
Trackwork Repair and Restoration	PA1419	CON	87.10	)			10
Vertical Transportation	PA1415	CON	11.00	)			11

# THE PORT AUTHORITY OF NEW YORK & NEW JERSEY DISASTER RELIEF PROJECT DETAILS

#### **Transportation Improvement Program Fiscal Years 2018 - 2021**

Concrete Sea Wall East of Harrison Car Maintenance Facility

DBNUM: PA1424

PANYNJ will receive funding to construct a concrete sea wall to protect PATH tracks near the Passaic River. The total eligible amount is \$22,421,300. The FTA share is \$16,815,975. The PANYNJ share is \$ 5,605,325.

## PORT AUTHOR OF NY & NJ

Counties:

Hudson

Municipalities:

Harrison Town

**NJ Transit CIS Category:** 

Mass Transit Assets

**RCIS Category:** 

Transit Preservation

Sponsor:

**PANYNJ** 

Air Quality Code:

O9 (Exempt)

**Est. Total Project Cost:** 

(Million) \$9.779

FY 2018 - 2021 TIP Cost: (Million) \$9.779

PHASE	SOURCE	2018	2019	2020	2021
CON	PANYNJ	\$.978			
CON	SECT 5324	\$8.801			
		\$9.779			

2022-2027

#### **Transportation Improvement Program Fiscal Years 2018 - 2021**

**Equipment Purchases** 

Funding is provided for equipment purchases. The funds will be used to purchase equipment, generators, compressor plants, inventory stock components to minimize the restoration of full service in the event of a storm similar to Sandy.

# THE PORT AUTHORITY OF NY & NJ

Counties:

**Hudson Essex** 

Municipalities:

Various

**NJ Transit CIS Category:** 

DBNUM: PA1421

Mass Transit Assets

**RCIS Category:** 

Transit Preservation

**Sponsor:** PANYNJ

Air Quality Code:

MT10 (Exempt)

**Est. Total Project Cost:** 

(Million) \$11.500

FY 2018 - 2021 TIP Cost: (Million) \$11.500

Unconstrained	
Information Year	

PHASE	SOURCE	2018	2019	2020	2021
CON	PANYNJ	\$1.150			
CON	SECT 5324	\$10.350			
		\$11.500			

	2022-2027					
ı						
ı						

#### **Transportation Improvement Program Fiscal Years 2018 - 2021**

Harrison Car Maintenance Facility Automatic Flood Barrier

PANYNJ will receive funding to construct an automated flood barrier at the Harrison Car Maintenance Facility, which was significantly damaged by Hurricane Sandy. This site is currently protected by temporary barriers. Total eligible amount is \$ 19,815,200. The FTA share is \$ 14,861,400. The PANYNJ share is \$ 4,953,800.

# THE PORT AUTHORITY OF NY & NJ

Counties:

Hudson

Municipalities:

Harrison Town

**NJ Transit CIS Category:** 

**DBNUM:** PA1423

Mass Transit Assets

**RCIS Category:** 

**Transit Preservation** 

Sponsor:

**PANYNJ** 

Air Quality Code:

O9 (Exempt)

**Est. Total Project Cost:** 

(Million) \$7.384

FY 2018 - 2021 TIP Cost: (Million) \$7.384

PHASE	SOURCE	2018	2019	2020	2021
CON	PANYNJ	\$.738			
CON	SECT 5324	\$6.646			
		\$7.384			

2022-2027

#### **Transportation Improvement Program Fiscal Years 2018 - 2021**

Lifts **DBNUM: PA1416** 

Funding is provided for the replacement of the Harrison Car Maintenance Facility lift. The Harrison Car Maintenance Facility in-ground lift in the service pit which is original to the shop and suffered severe water damage.

## PORT AUTHO OF NY & NJ

Counties:

Hudson

Municipalities:

Hoboken City Harrison Twp

Jersey City

**NJ Transit CIS Category:** 

Mass Transit Assets

**RCIS Category:** 

**Transit Preservation** 

Sponsor:

**PANYNJ** 

Air Quality Code:

O9, MT8 (Exempt)

**Est. Total Project Cost:** 

(Million) \$6.667

FY 2018 - 2021 TIP Cost: (Million) \$6.667

PHASE	SOURCE	2018	2019	2020	2021
CON	PANYNJ	\$.667			
CON	SECT 5324	\$6.000			
<u> </u>		\$6.667			

2022-2027

#### **Transportation Improvement Program Fiscal Years 2018 - 2021**

Priority Protective Measures with Potential Environmental Impacts

For high priority protective measures to ensure PATH is well prepared for the upcoming 2013 hurricane season and will provide protection to PATH facilities against flash floods and storm surges - measures to include: Concrete Bench (Exchange Place), Concrete Wall (West) Harrison Car Maintenance Facility, Bin Blocks (West) Harrison Car Maintenance Facility, Concrete Wall (East) Harrison Car Maintenance Facility.

# THE PORT AUTHORITY OF NY & NJ

Counties:

Hudson

Municipalities:

Harrison Twp Jersey City

DBNUM: PA1411

**NJ Transit CIS Category:** 

Mass Transit Assets

**RCIS Category:** 

**Transit Preservation** 

Sponsor:

PANYNJ

Air Quality Code:

O9, MT8 (Exempt)

**Est. Total Project Cost:** 

(Million) \$3.400

FY 2018 - 2021 TIP Cost: (Million) \$3.400

PHASE	SOURCE	2018	2019	2020	2021
CON	PANYNJ	\$.334			
CON	SECT 5324	\$3.066			
	-	\$3.400			

2022-2027

#### **Transportation Improvement Program Fiscal Years 2018 - 2021**

Rehabilitation of PATH Stations

The scope of work for this project includes the restoration of latent damage at the platform and mezzanine levels resulting from Superstorm Sandy at the Exchange Place, Grove Street, and Newport stations in Jersey City and the Hoboken Station located in Hudson County, NJ. Each station will be investigated to determine the extent of latent damage to the structural, mechanical, and electrical facilities that has occurred from Superstorm Sandy.

Architectural finishes will be restored throughout the stations and mezzanines. The item also will provide funds for the waterproofing of Newport Station.

## THE PORT AUTHORITY OF NY & NJ

Counties:

Hudson

**Municipalities:** 

Hoboken Jersey City

**NJ Transit CIS Category:** 

DBNUM: PA1711

**RCIS Category:** 

**Transit Preservation** 

Sponsor:

**PANYNJ** 

**Air Quality Code:** 

MT8 (Exempt)

**Est. Total Project Cost:** 

(Million) \$5.000

FY 2018 - 2021 TIP Cost: (Million) \$5.000

PHASE	SOURCE	2018	2019	2020	2021	2022
CON	PANYNJ	\$.500				
CON	SECT 5324	\$4.500				
		\$5.000				

2022-2027

#### **Transportation Improvement Program Fiscal Years 2018 - 2021**

Repairs at Harrison Car Maintenance Facility

This item provides for the replacement of the sanitary ejector pit, the removal and replacement in-kind of all approach track infrastructure, pavement rehabilitation of three parking lots and the facility roadway, drainage improvement, minor regarding, traffic pavement marking and signage replacements which were damaged by Superstorm Sandy at the Harrison Car Maintenance Facility located in Harrison, NJ. This item also will provide for the replacement of internal electrical systems at the facility.

## THE PORT AUTHORITY OF NY & NJ

Counties:

Hudson

Municipalities:

Harrison

**NJ Transit CIS Category:** 

**DBNUM:** PA1710

**RCIS Category:** 

**Transit Preservation** 

**Sponsor:** PANYNJ

Air Quality Code:

MT8 (Exempt)

**Est. Total Project Cost:** 

(Million) \$22.588

FY 2018 - 2021 TIP Cost: (Million) \$22.588

PHASE	SOURCE	2018	2019	2020	2021	2022-2027
CON	PANYNJ	\$2.259				
CON	SECT 5324	\$20.329				
		\$22.588				

#### **Transportation Improvement Program Fiscal Years 2018 - 2021**

Salt Mitigation

Funding is provided for Salt Mitigation projects. Salt water infiltrated several parts of the PATH system. The impacted areas were originally washed down, but later months investigation has shown that salt water is still present and causing corrosion in many assets. The salt can only be removed with very high pressure and close proximity power washing and by chemically neutralizing it. Below are specific locations where salt water impacts are present and mitigation is necessary. Work will begin with Tunnels E &F since they experienced most damage, but other locations are expected and are under investigation. Several teams will begin a survey of the tunnels to quantify what needs to be replaced, cleaned, protected, etc. Tunnel A, Tunnel B, Tunnel E, and Tunnel F

# THE PORT AUTHORITY OF NY & NJ

**Counties:** 

**Hudson Essex** 

**Municipalities:** 

Various

**NJ Transit CIS Category:** 

**DBNUM:** PA1412

Mass Transit Assets

**RCIS Category:** 

Transit Preservation

Sponsor:

**PANYNJ** 

Air Quality Code:

O9, MT8 (Exempt)

**Est. Total Project Cost:** 

(Million) \$99.444

FY 2018 - 2021 TIP Cost: (Million) \$99.444

PHASE	SOURCE	2018	2019	2020	2021
CON	PANYNJ	\$9.944			
CON	SECT 5324	\$89.500			
		\$99.444			

2022-2027

#### **Transportation Improvement Program Fiscal Years 2018 - 2021**

Substations DBNUM: PA1413

Replacement/Upgrades of Substations 7, 8, 9, and 14 in Hudson County. The substations provide power for the PATH system. Funding is provided for these substation replacement projects along with midterm repairs that need to be made to the affected substations. These substations were damaged by storm surges and flooding. Equipment that was damaged and not operational has been replaced or refurbished. The outdoor switchyard and building also were undermined due to the storm surge. The existing substations have reached the end of their useful life. The new substations will be constructed above the advisory flood elevation. Land acquisition is necessary in multiple locations so that the current substations can continue to operate during the construction period without any interruption to service. The projects include Substation Interim Repairs/Rehab-Renovation and Midterm Repairs and Replacement/Updates for Substations 7, 8, 9, and 14.

# THE PORT AUTHORITY OF NY & NJ

Counties:

**Hudson Essex** 

Municipalities:

Various

**NJ Transit CIS Category:** 

Mass Transit Assets

**RCIS Category:** 

**Transit Preservation** 

Sponsor:

PANYNJ

Air Quality Code:

O9, MT6 (Exempt)

**Est. Total Project Cost:** 

(Million) \$33.889

FY 2018 - 2021 TIP Cost: (Million) \$33.889

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PHASE	SOURCE	2018	2019	2020	2021
CON	PANYNJ	\$3.389			
CON	SECT 5324	\$30.500			
-	<del>-</del>	\$33.889			

2	2022-2027

#### **Transportation Improvement Program Fiscal Years 2018 - 2021**

Trackwork Repair and Restoration

This program element includes repair or replacement of trackwork, ties, welded rail, power rail, breakers, cabling, heater crossovers, Hoboken Station under-platform fans, drainage and related equipment damaged by floodwaters and related debris as well as saltwater damage.

# THE PORT AUTHORITY OF NY & NJ

Counties:

**Hudson Essex** 

Municipalities:

Various

**NJ Transit CIS Category:** 

**DBNUM:** PA1419

Mass Transit Assets

**RCIS Category:** 

Transit Preservation

Sponsor:

**PANYNJ** 

Air Quality Code:

O9, MT9 (Exempt)

**Est. Total Project Cost:** 

(Million) \$87.100

FY 2018 - 2021 TIP Cost: (Million) \$87.100

PHASE	SOURCE	2018	2019	2020	2021
CON	PANYNJ	\$8.710			
CON	SECT 5324	\$78.390			
		\$87.100			

2022-2027

#### **Transportation Improvement Program Fiscal Years 2018 - 2021**

Vertical Transportation

Funding is provided for vertical transportation replacement projects. These replacement projects will replace the hydro ADA elevator at Hoboken, replace elevators at Harrison Car Maintenance Facility, three escalators at Exchange Place and four escalators at Newport Station. These elevators and escalators were damaged by Superstorm Sandy and need immediate repair. In the case of the Hoboken, due to the urgency of replacing the elevator, the project was started in January and will be complete in September. Hoboken, NJ; Hoboken Station, Harrison Car Maintenance Facility at Harrison, NJ, Exchange Place Station, Jersey City, NJ, Newport Station, Jersey City, NJ.

## E PORT AUTHO OF NY & NJ

Counties:

Hudson

**Municipalities:** 

Hoboken City Harrison Twp

**DBNUM:** PA1415

Jersey City

**NJ Transit CIS Category:** 

Mass Transit Assets

**RCIS Category:** 

**Transit Preservation** 

Sponsor:

**PANYNJ** 

Air Quality Code:

O9, MT8 (Exempt)

**Est. Total Project Cost:** 

(Million) \$11.000

FY 2018 - 2021 TIP Cost: (Million) \$11.000

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PHASE	SOURCE	2018	2019	2020	2021
CON	PANYNJ	\$1.100			
CON	SECT 5324	\$9.900			
		\$11.000			

2022-2027

## GLOSSARY

### Glossary Transportation Improvement Program (TIP)

Term	Acronym	Description
23 CFR Part 450.312		Inter-jurisdictional consultation among MPOs and the state, counties and municipal agencies is required. MPOs are mandated to provide a forum for intermodal and inter-jurisdictional planning that can address mobility issues.
Advance Construction	AC	Phase of work to be financed by State funds during current year. Federal funds from later years are used to repay these funds. This allows project schedule to be advanced using future federal funds.
Alternatives Analysis	AA	Preliminary engineering and environmental studies of a wide range of transportation project alternatives. Alternatives are narrowed down, with some selected for more detailed study. Then, after substantial and detailed engineering and environmental studies, a preferred alternative is identified.
American Public Transit Association	APTA	An organization that represents the bus, rapid transit and commuter rail systems industry and works to improve the accessibility and availability of public transportation.
Americans with Disabilities Act	ADA	Federal law enacted in 1990 that established that persons with disabilities have the same rights as other citizens to access services and facilities available to the public. In transportation terms, the ADA seeks to ensure that all Americans can meet their basic mobility needs.
Apportionment of Funds		Total amount of federal funds available for a specific state or region for a specified set of uses; a federal authorization ceiling.
Authorized		An amount of federal funding in the TIP that has been identified for a specific project. The New Jersey Department of Transportation (NJDOT) requests federal authorization for the use of the funds.
Balance		Indicates the actual dollar amount currently remaining programmed on the project/program.
Bridge Funds (Federal)	BRIDGE	This federal-aid funding category provides funds for the rehabilitation or replacement of bridges defined as structurally deficient and/or functionally obsolete according to federal definitions.
Bridge Funds (Non-Federal)	BRIDGE OFF	Funding for Bridge projects that are not a part of the Federal Urban Aid System.
Bridge Management System	BMS	A set of tools for analyzing data on the condition of bridges, predicting deterioration, and formulating optimum and cost-effective actions for preservation and maintenance.
Bridge Preservation and Rehabilitation	RCIS-BPR	This RCIS category identifies TIP projects and programs that preserve and maintain existing bridges with work such as bridge maintenance, bridge rehabilitation, and bridge replacement.
Bridge Preservation Funds		This classification includes work which is designed to keep the existing bridges functioning and in a state of good repair, including work which rehabilitates or replaces existing bridges to current design standards.

Term	Acronym	Description
Brownfields		Brownfields are abandoned or under-used commercial, industrial, and institutional properties where redevelopment and reuse are complicated by light to moderate contamination from hazardous substances and wastes.
Bus and Bus Facilities (NJ TRANSIT funding category)	SECT 5339	Introduced in MAP-21 the Bus and Bus Facilities is a new formula grant program which replaces Section 5309. This capital program provides funding to replace, rehabilitate, and purchase buses and related equipment, and to construct bus-related facilities.
Bus Rapid Transit	BRT	A flexible, rubber-tired form of rapid transit using semi-dedicated or dedicated routes, Intelligent Transportation Systems (ITS) elements and specially branded vehicles to provide similar services as light rail systems with reduced capital costs.
Capital Acquisition	CAP	Denotes the acquisition of rolling stock by NJ TRANSIT.
Capital Construction Program	ССР	The former name of the annual listing of NJDOT and NJ TRANSIT projects. It is now known as the Transportation Capital Program (TCP).
Capital Funds		Funding used to build or renovate transportation infrastructure.
Capital Investment Strategy	CIS	Planning 5-10 year strategies for improving the transportation system, based on roadway or bridge conditions, congestion management system data, etc.
Casino Revenue		Annual allocation of the 8.5% of the NJ Casino Tax Fund appropriated by the State legislature for transportation services for senior and disabled persons.
Clean Air Act Amendments of 1990	CAAA	Federal law that requires states to set budgets and timetables for reducing air pollution. The law requires the NJTPA to give priority funding to transportation projects which reduce vehicle emissions through travel pattern changes, travel mode options, and/or traffic flow improvements.
Code of Federal Regulations	CFR	A compilation of all regulations issued by the federal government's agencies and departments. Published annually.
Concept Development	CD	The phase of work in the NJTPA's Study and Development, in which information and data are gathered and generated to develop a clear understanding of a transportation problem for later consideration of alternatives.
Conformity (Air Quality)		A federally required analysis of transportation plans such as the Regional Transportation Plan (RTP) and Transportation Improvement Program (TIP) used to demonstrate that funded projects, taken together, will not produce more air pollution than allowed by New Jersey's State Implementation Plan (SIP).
Congestion Management Process	СМР	A federally mandated systematic approach to identifying and addressing congestion. It includes data collection, monitoring and measuring of transportation system performance and identifying alternative actions and strategies for particular locations.

Term	Acronym	Description
Congestion Mitigation Air Quality	CMAQ	A program that funds transportation projects or programs that will contribute to attainment of the National Ambient Air Quality Standards (NAAQS), with a focus on reducing ozone and carbon monoxide. Funds are distributed to states based on each state's population level in air quality non-attainment areas weighted by the degree of air pollution (i.e., severe, moderate).
Congestion Pricing		Transportation tolls, fares or other charges that vary with the level of travel demand (for example, by time of day). Congestion pricing is intended to help optimize the efficiency of the transportation system.
Congressional Earmarks (Federal Transit Administration)	SECT 5309D	Discretionary federal funding program for fixed guideway transit projects. Formerly known as the Section 3D program.
Congressionally designated funds	DEMO or HPP	Federal transportation acts passed by Congress sometimes fund specific projects in addition to general programs. This funding category includes "demonstration" (DEMO) funding provided under ISTEA, as well as "high priority project" (HP) funding under TEA-21 and HPP funds under SAFETEA-LU.
Constrained funding		Funding for the first four years of the TIP is fiscally constrained; projected allocations must balance with assumed revenues.
Construction	CON	A final phase of work in the Transportation Improvement Program (TIP), involving actual construction.
Context-Sensitive Design	CSD	An approach to transportation improvements that encourages designers to balance the transportation goals of mobility and safety with community values by enhancing and preserving that community's cultural and natural resources. Context-sensitive design is supported by provisions in the ISTEA, NHS Act and TEA-21, which emphasize the importance of good highway design that is sensitive to the human-made and natural settings.
Continuing, Cooperative and Comprehensive	3C Process	Continuing, cooperative and comprehensive the required features of the transportation planning process as per the Federal Highway Act of 1962.
Corridor		A broad geographical band that follows a general directional flow connecting major origins and destinations of trips, and which may contain a number of streets, highways, and transit alignments.
County Road	CR	The roads that are usually, but not always, maintained by the counties and denoted by three digits in the 500 to 699 range.
Criteria Pollutants		The six pollutants used to determine air quality under the Clean Air Act: lead, carbon monoxide, sulfuric oxides, particulate matter, hydrocarbons, nitrogen oxides.
Database Number	DBNUM	A unique identifier given to each project and program in the Transportation Improvement Program (TIP) for tracking purposes. (also DB#)
Dedicated Freight Facilities	RCIS-DFF	This RCIS category identifies TIP projects and programs that enhance or improve freight movements, for example: work on dedicated freight roads (e.g., portway), freight rail tracks and terminals, and intermodal freight facilities.

Term	Acronym	Description
Delaware Valley Regional Planning Commission	DVRPC	The DVRPC is a bi-state Metropolitan Planning Organization (MPO) for the Philadelphia area, including the New Jersey counties of Mercer, Burlington, Camden, and Gloucester.
Design	DES	A phase or type of work consisting of taking a recommended solution and scope of work defined in the project development phase and developing a final design, including right of way and construction plans.
Design Build Operate Maintain	DBOM	A term to indicate that the design, building, operation, and maintenance of a project are performed by a single agency or firm.
Direct Safety Improvements	RCIS-DSM	This RCIS category identifies TIP projects and programs that maintain and improve the safety features of the existing transportation infrastructure, for example: traffic calming (e.g., roundabouts), median and shoulder treatments, and safety enhancements at railroad crossings.
Disadvantaged-owned Business Enterprise	DBE	This term includes both minority-owned (MBE) and women-owned (WBE) businesses. In transportation planning, DBE programs insure that eligible MBE and WBE businesses can compete fairly for government-funded projects and programs.
Eastern Federal Lands Highway Program	EFLH	The Federal Lands Highway Program (FLHP) covers transportation programs in cooperation with Federal Land Management Agencies (FLMA). A TIP Appendix lists the projects with this funding source in the NJTPA region (a subset of the Eastern Region).
Electronic Statewide Transportation Improvement Program	e-STIP	NJDOT's internet-based software that implements electronic submission, processing and approval of NJ's Statewide Transportation Improvement Program (STIP).
Emergency Operation Center	EOC	A central command facility responsible for coordinating emergency preparedness, emergency management or disaster management functions.
Emergency Repairs	ER	Funding source for emergency repairs to highways and bridges.
Engineering/ Construction	EC	Combined funding for both engineering, design and construction costs.
Engineering/ Right-of-way	ER	The costs of engineering, design and right-of-way acquisition have been combined and the work will be authorized within one fiscal year.
Engineering/ Right-of-way/ Construction	ERC	The combined costs of engineering, design, right-of-way acquisition, and construction.
Environmental Assessment	EA	A report that identifies the environmental impacts of project alternatives as a requirement of the National Environmental Policy Act (NEPA). The EA can lead to a Finding of No Significant Impact (FONSI) or indicate that further study through an Environmental Impact Statement (EIS) is required.
Environmental Impact Statement	EIS	An investigative report issued to comply with the requirements of the National Environmental Policy Act (NEPA) that quantifies the environmental impacts of major proposed transportation projects.
Environmental Justice	EJ	In transportation planning, the principle that the benefits and burdens of transportation projects be equitably shared among all segments of the population. Regulations draw specific attention to low-income and minority persons; elderly and mobility impaired persons are sometimes of considered in this context.

Term	Acronym	Description
Environmental Mitigation		Federally and/or State mandated pollution or wetlands remediation or abatement efforts.
Equity Bonus Program	ЕВ	A former program, the Equity Bonus Program provided funding to States based on equity considerations. This SAFETEA-LU program replaced TEA-21's Minimum Guarantee program.
Expenditure		A term signifying disbursement of funds.
Feasibility Assessment	FA	Formerly the second phase of work in the NJTPA's Project Development Work Program. It has become part of the concept development phase.
Federal Aviation Administration	FAA	Funds administered by the Federal Aviation Administration and allocated for aviation purposes.
Federal Emergency Management Agency	FEMA	A federal agency whose primary purpose is to coordinate the response to disasters that overwhelm the resources of local and state authorities.
Federal Highway Administration	FHWA	The agency of the U.S. Department of Transportation (USDOT) that administers federal funding for highways and bridges. Along with the Federal Transit Administration (FTA), FHWA oversees the planning process administered by the NJTPA.
Federal Highway Trust Fund		Provides dedicated funding to federal highway and mass transit programs. Revenues are derived from the federal gas tax, along with user fees.
Federal Railroad Administration	FRA	The agency of the U.S. Department of Transportation (USDOT) that issues and enforces rail safety regulations, administers railroad assistance programs, and conducts research and development in support of improved railroad safety and national rail transportation policy.
Federal Transit Administration	FTA	The agency of the U.S. Department of Transportation (USDOT) that administers federal funding for public transit. Along with the Federal Highway Administration (FHWA), the FTA oversees the planning process administered by the NJTPA.
FHWA Ferry Boat Program	FBP	Federal Funds allocated for improvements to ferry boats and ferry terminal facilities throughout the state.
Final Design	DES	A phase of work consisting of taking a recommended solution and scope of work defined in the project development phase and developing a final engineering design for the project. It will include right-of-way and construction plans.
Finding of No Significant Impact	FONSI	A determination of an Environmental Assessment (EA) indicating that a potential project will have no significant environmental impact.
Fiscal Constraint		Federal law requires that TIPs be "fiscally constrained", that is, project cost must be matched with available or committed funding. These fiscal mandates have required MPOs to make funding choices among the large numbers of projects proposed in their regions.
Fiscal Year	FY	The New Jersey state fiscal year is July 1 through June 30. The federal fiscal year is October 1 through September 30.

Term	Acronym	Description
Fixed-Guideway Modernization Program (Federal Transit Administration)	SECT 5309	Formula-based federal funding program for fixed guideway and new rail transit projects.
Fixing America's Surface Transportation Act	FAST Act	The federal funding and authorization law that governs U.S. federal surface transportation investments from fiscal year 2016 to fiscal year 2020.
Flexible Funding	Flex	MAP-21 increased the flexibility of states to transfer funds between funding categories and between highway and transit uses. The funding sources that can be flexed from highway to transit include the National Highway Performance Program, Surface Transportation Program, and the Congestion Mitigation and Air Quality program.
Formula Funds		Funds distributed or appropriated to qualified recipients on the basis of a formula as described by law.
Freight Initiatives Committee	FIC	A standing committee of the NJTPA. The FIC supports the region's economically vital goods movement industry and works to fashion a transportation agenda for truck, rail, air, and waterborne commerce in the region. Meets bi-monthly.
Full Funding Grant Agreement	FFGA	FFGAs are authorized under Federal transit law and are the designated means for providing new starts funds to projects.
Geographic Information System	GIS	A computer system that can spatially manage, analyze and present mapped geographic data. With it, electronic and printed maps can be generated.
Grant		A specified use and amount of federal funding that has been requested and received from FTA by NJ TRANSIT.
Grant Anticipation Revenue Vehicles	GARVEE	GARVEE bonds are a mechanism offered by FHWA to address projects that are eligible for federal aid, but due to their size, would consume a major portion of the capital program in the year they are ready for contract award. Under this mechanism, FHWA authorizes a project agreement that reimburses the state for project debt service over a number of years rather than for construction outlays. The state agency in turn issues GARVEE bonds which provide funds to cover construction outlays. Future federal appropriations are pledged to pay debt service on the GARVEE bonds.
High Occupancy Vehicle	HOV	High occupancy vehicles are defined as those which carry two or more persons. HOV Lanes are exclusive roads or traffic lanes limited to buses, vanpools, carpools, and emergency vehicles.
High Priority Projects	НРР	The High Priority Projects program provides designated funding for specific projects as identified by Congress. The HPP program, in SAFETEA-LU, included 132 projects and programs in the North Jersey region with a funding value of \$356 million. The law states that when funds are designated they can be used only for that specific project.

Term	Acronym	Description
High Risk Rural Roads Program	HRRRP	Part of the Highway Safety Improvement Program (HSIP), high risk rural roads are defined as those roadways that are functionally classified as rural major collectors, rural minor collectors, or rural local roads with a fatal and incapacitating injury crash rate above the statewide average for those functional classes of roadway, or likely to experience an increase in traffic volume that leads to a fatal and incapacitating injury crash rate in excess of the average statewide rate.
Highway Safety Improvement Program	HSIP	The Highway Safety Improvement Program funds projects intended to achieve a significant reduction in traffic fatalities and serious injuries on public roads. The HSIP addresses two specific transportation safety areas: Hazard Elimination Program (HEP) focuses on general road safety, and the Grade Crossing Improvement Program (GCIP) at railroad grade crossing safety.
Hudson-Bergen Light Rail Transit	HBLRT	A light rail system that became operational in 2000. It provides travel along the Hudson County waterfront serving residents of Hudson and Bergen counties.
Implementing Agencies		Agencies responsible for maintenance, construction, and operation of the state highway and public transit systems. Also known as operating agencies, these include NJDOT, NJ TRANSIT, and the Port Authority of New York and New Jersey.
Intelligent TransportationSystems	ITS	Technology to better manage traffic and transit resources, enhance safety and reduce accidents, inform the public about travel conditions, and more effectively handle toll collection, safety inspection, log maintenance, licensing and vehicle registration.
Intermodal Facilities		Intermodal facilities are equipped to serve and connect two or more modes of transportation. For example, Newark Penn Station features commuter rail, light rail, and buses. Freight intermodal terminals move goods among modes, including trucks, ship, rail, and air.
Intermodal Programs		This classification includes work which addresses improvements/provisions for alternative/multiple modes of transportation. Program categories within this classification include aviation, goods movement, bicycle/pedestrian, ferries, paratransit, and intermodal connections.
Intermodal Surface Transportation Efficiency Act	ISTEA	Enacted in 1991 by Congress (and superseded by TEA-21 in 1998, SAFETEA-LU in 2005 and MAP-21 in 2012), ISTEA inaugurated a new approach to transportation planning that emphasized the interdependence and connections among major components of the national transportation system.
Investment Benchmark or Gauge		An evaluation of the overlap between TIP investments and RTP goals; assessment of the quality of projects selected in the planning process.
ITS and Incident Management	RCIS-ITS	This RCIS category identifies TIP projects and programs that upgrade and/or implement Intelligent Transportation Systems on existing highway or Transit infrastructure. It also encompasses projects and programs geared toward Incident Management Systems, which help traffic operators quickly and efficiently respond to accidents, hazardous spills, or other emergencies within the transportation network.

Term	Acronym	Description
Job Access Reverse Commute Program	JARC	A former Federal Transit Administration (FTA) program providing funding for selected counties and municipalities to increase job accessibility for the most disadvantaged members of the population, including facilitating urban to suburban commuting.
Journey to Work	JTW	A classification of data used in transportation planning; it describes the mode used by an individual to travel from home to work, as well as the time that it takes to do so. This data is collected in travel surveys and through the U.S. Census.
Level of Service	LOS	A traffic engineering measure of vehicular flow and congestion that uses the letters A through F. An A represents freely flowing traffic while F indicates severe congestion.
Leverage Lease Funds	LEV LEASE	Private funds obtained by NJ TRANSIT from the sale and leaseback of capital assets.
Liberty Corridor		A congressionally designated economic and development zone that extends along the I-95 corridor, encompassing port facilities in Newark/Elizabeth and Camden. It combines road and rail improvements, harbor and terminal upgrades, freight movement strategies, brownfields redevelopment, and incentives to spur the continued growth in the research and development sector.
Light Rail Transit		A railway (almost always electric traction) with a generally lower ridership and shorter trips than heavy rail modes, such as commuter rail. Light rail may use shared or exclusive rights-of-way, high or low platform loading, and multi-car trains or single cars. Also known as "Streetcar" or "Tramway."
Local Capital Project Delivery Program	LCPDP	A competitive program which provides funding to the NJTPA subregions to conduct Concept Development (CD) and Preliminary Engineering (PE) on proposed transportation projects, preparing them for eventual construction.
Local Community Development	LCD	Concept Development carried out by a local (subregional) entity.
Local Funding	LOC	Indicates that a project or program is funded by the subregion.
Local Scoping		A past competitive program to provide federal funds to the 15 NJTPA subregions for planning of local projects through the environmental process and preliminary engineering. It has become part of the NJTPA Local Capital Project Delivery program.
Local Technical Assistance Program	LTAP	Federal funds are allocated for the center that provides information and training to local governments and agencies to foster a safe, efficient, and environmentally sound surface transportation system by improving skills and increasing knowledge of the transportation workforce and decision makers.
Long-Term Proposals		Problems, issues and initiatives identified in the NJTPA Regional Transportation Plan that are candidates over the long-term for study and development and potential funding.

Term	Acronym	Description
Major Investment Study	MIS	A study, similar to an Alternatives Analysis (AA), which was previously required by federal regulation. It reviewed and evaluated a range of alternatives for proposed transportation improvements in a corridor or subarea.
Major Mobility/ Accessibility Issues		One of the elements of the corridor planning process, major mobility/accessibility issues reflect chronic problems or impediments to mobility and accessibility within a specific corridor. Long-term proposals and mid-term candidates are initial responses to such issues, which are later resolved through one or more near-term investments.
Major Project		Projects receiving federal financial assistance with an estimated cost of \$500 million or more are identified by the FHWA as a Major Project.
Management Systems		ISTEA required the development of management and monitoring systems. These systems were designed to monitor strategies or actions related to transportation system performance and the physical condition of transportation system assets. The information helped decision-makers in selecting cost-effective strategies/actions to improve the efficiency and safety of the transportation infrastructure. Some examples of the Management Systems are: pavement, safety, congestion, transit and bridge.
Matching Funds	MATCH-STATE	Federally-required local match for transit projects using state funding.
Memorandum of Understanding for Exchange of Program Funds	MOU-Funding Exchange	An agreement among the Metropolitan Planning Organizations and operating agencies in New Jersey to exchange federal and TTF program funds.
Memorandum of Understanding for TIP Revisions	MOU-TIP	An agreement among the Metropolitan Planning Organizations and operating agencies in New Jersey specifying how changes to the TIP are to be made.
Metro North – NJ TRANSIT Partnership	METRO NORTH	NJ TRANSIT and Metro North (New York) are cooperatively financing the construction of an additional passenger platform facility at New York Penn Station.
Metropolitan Planning Organization	MPO	Under federal legislation, MPOs plan all federally funded transportation investments and serve as a forum where local officials, public transportation providers and state agency representatives can come together and cooperatively plan to meet a region's current and future transportation needs.
Metropolitan Planning Process		During the 1990s federal laws have significantly expanded and strengthened MPO responsibilities. Chief among these laws was the enactment of the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991, the Clean Air Act Amendment (CAAA of 1990, and the Transportation Efficiency Act for the 21st Century (TEA-21) of 1998. These laws, along with the New Jersey State Development and Redevelopment Plan (SDRP) and the NJTPA Regional Transportation Plan (RTP), reinforce the emerging trend toward a regional approach to transportation planning.
Mid-Term Project Candidates		Mid-term Project Candidates are potential strategies for solving localized transportation problems that are undergoing study and development, which includes technical, financial, environmental and other assessments.
Minimum Operating Segment	MOS	The initial section or operating component of a transportation project.

Term	Acronym	Description
Mitigation		Any action taken or not taken to offset environmental or other impacts of proposed transportation improvements.
Mixed-Use Development		Urban development which aims to integrate differing types of land use (commercial, industrial, residential, etc.); this approach is believed to reduce VMT and encourage walking and bicycling.
Mobility		The availability of transportation and the ability of modes of transport to function as intended, taking into account delays, crowding, failures in service, or congestion.
Mobility-Impaired		Mobility-Impaired persons are those individuals who have a physical condition that limits their ability to travel independently by private car or traditional transit modes. This does not include elderly persons or children.
Moving Ahead for Progress in the 21st Century	MAP-21	A funding and authorization bill to govern United States federal surface transportation investment enacted in July 2012 and extended until May 2015.
National Ambient Air Quality Standards	NAAQS	A set of national goals for clean and healthy air outside of buildings as established by US Environmental Protection Agency. These standards apply to pollutants considered harmful to public health and the environment.
National Association of Regional Councils	NARC	A nonprofit membership organization representing the interests of regional councils and Metropolitan Planning Organizations (MPOs) nationwide. The NJTPA is a member.
National Boating Infrastructure Grant Program	NBIG	Federal funds provided to construct, renovate, and maintain tie-up facilities for vessels that are 26 feet or more in length.
National Environmental Policy Act	NEPA	A federal law that establishes a national policy promoting the enhancement of the environment. It aims to help public officials and citizens understand the environmental consequences of major projects and actions. It requires planners and engineers to consider alternatives and mitigation steps for major construction projects.
National Highway Performance Program	NHPP	A funding source established by MAP-21, the NHPP provides support for the construction of new facilities on the National Highway System (NHS), the condition and performance of the NHS, and achieving performance targets, as set by that State's asset management plan.
National Highway System	NHS	The national system consisting of interstate highways and other key links such as major state highways.
National Transportation System	NTS	An intermodal system consisting of all forms of transportation joined in a unified, interconnected manner in order to reduce energy consumption and air pollution while promoting economic development. NTS includes the National Highway System (NHS), public transportation, and access to ports and airports.
New Freedom	SECT 5317	Part of a nationwide effort to remove barriers to community living for people with disabilities. One of the goals is to expand transportation options beyond what is required by the Americans with Disabilities Act of 1990.
New Jersey Department of Environmental Protection	NJDEP	The state agency that leads the state's environmental science, regulatory, research, education and assessment efforts.

Term	Acronym	Description
New Jersey Department of Transportation	NJDOT	The state agency responsible for maintenance, construction, and operation of state and interstate highways.
New Jersey Institute of Technology	NJIT	A public technology and science university located in Newark. NJIT is the host agency of the NJTPA.
New Jersey Transit	NJ TRANSIT	The state agency responsible for maintenance, construction, and operation of public transit facilities.
New Jersey Turnpike Authority	NJTA	The agency that maintains, operates, and plans the NJ Turnpike and the Garden State Parkway. NJTA facilities do not fall under the jurisdiction of the NJTPA, but its projects are included in determining air quality conformity (see Conformity).
New Starts		In general, this term indicates new projects. Specifically, "New Starts" refer to new transit projects that are evaluated by the FTA for funding.
New York Metropolitan Transportation Council	NYMTC	The Metropolitan Planning Organization (MPO) for New York City, Long Island, and Rockland, Putnam, and Westchester counties. The NJTPA has a non-voting seat on the NYMTC Board.
New York Susquehanna And Western	NYS And W	A privately owned rail freight line that was rehabilitated in the mid 1980's to allow low speed freight operations and is now used by several long distance and local freight trains.
NJTPA Online Transportation Information System	NOTIS	An interactive text- and map-based online tool that displays transportation project information. (http://www.njtpa.org/NOTIS)
Non-Attainment with Air Quality Standards		An area designated by the federal government as failing to meet standards for airborne pollutants (ambient concentrations of at least one pollutant exceeds the federal standard set for that pollutant). An area is found to be non-attainment if the standard is violated an average of one day per year over three years. A non-attainment day is recorded for the entire region if the concentration exceeds the standard at any single location in the region.
Non-urbanized Area Formula Program (Federal Transit Administration)	SECT 5311	Provides federal funding for rural public transportation. Formerly known as Section 18 Program. Job Access and Reverse Commute (JARC) program funds are also eligible under the Rural Area Formula Program.
North Jersey Regional Transportation Model	NJRTM	The federally required computer model of the region's transportation system and travel patterns that guides the NJTPA's transportation planning efforts and its major products. The enhanced version of this model now comprehensively forecasts roadway and public transit trips for northern New Jersey and surrounding counties. It is also used to ensure that projects in the NJTPA's Regional Transportation Plan (RTP) and Transportation Improvement Program (TIP) conform to air quality goals in the New Jersey State Implementation Plan (SIP).
North Jersey Regional Transportation Model–Enhanced	NJRTM-E	See NJRTM. The enhanced version of this model comprehensively forecasts roadway and public transit trips for northern New Jersey and surrounding counties.

Term	Acronym	Description
North Jersey Transportation Planning Authority	NJTPA	The federally-authorized Metropolitan Planning Organization (MPO) for the 6.7 million people in the 15 subregions of northern New Jersey. The Board of Trustees is composed of representatives of the counties of Bergen, Essex, Hudson, Hunterdon, Middlesex, Monmouth, Morris, Ocean, Passaic, Somerset, Sussex, Union and Warren; the cities of Newark and Jersey City; as well as from: NJDOT, NJ TRANSIT, the PANYNJ; the Governor's office; and a citizen's representative.
Northeast Corridor	NEC	The rail corridor from Washington, D.C. to Boston. It is the busiest passenger rail corridor in the U.S.
Obligated Funds		Specific funds that have been programmed and contractually committed by the implementing agency.
Office of Smart Growth	OSG	The division of the state Department of Community Affairs that is charged with coordinating implementation of the State Plan and Smart Growth polices across the various state agencies.
Operating Agency		The agencies responsible for maintenance, construction, and operation of the state highway and public transit systems. Also known as implementing agencies, these include NJDOT, NJ TRANSIT and the Port Authority of New York And New Jersey.
Operational Assistance Funding	OPER	Funding (fare box revenue) provided to NJ TRANSIT for operational assistance.
Other funding source	OTHER	Funding sources that may include local match, partnership resources, including those of the PANYNJ, the NJTA, or other transportation authorities.
Particulate Matter	PM2.5	Particulate matter in the air, including dust, dirt, soot, smoke, and liquid droplets, of 2.5 micrometers or less; a regulated pollutant.
Pavement Management System	PMS	A set of tools or methods for assessing the condition of roadway pavements and selecting strategies for pavement maintenance and preservation.
Pedestrian/Bicycle Facilities	RCIS-PBF	This RCIS category identifies TIP projects and programs that add, improve, and maintain existing bicycle routes and pedestrian facilities. These would include: new sidewalks, new bike lanes or bike paths, and improvements at pedestrian crossings.
Performance Measures		Quantitative measures used to assess the functioning of particular facilities or aspects of the transportation system.
Phase of Work		The stage of activity listed in a project's development within the Study and Development Program (S And D) or Transportation Improvement Program (TIP).
Plan 2040		The 2013 update of the NJTPA's federally mandated Regional Transportation Plan (RTP).
Plan 2045		The 2017 update to the NJTPA's federally mandated Regional Transportation Plan (RTP). Plan 2045 sets out a vision for development of the transportation system over the next 25 years and serves as an investment guide for the region

Term	Acronym	Description
Planning And Economic Development Committee	PEDC	A standing committee of the NJTPA. It oversees the content and provides policy direction for Regional Transportation Plan (RTP) updates and other planning-related matters. Meets bi-monthly.
Planning Funds	PL	Federal funds provided for planning projects and programs derived from a 1.25 percent set-aside from the federal transportation funding provided to states. PL funds are the principal revenue source for the NJTPA's Central Staff operation and other components of the Unified Planning Work Program (UPWP).
Planning Study	PLS	A phase or type of work involving traffic studies, needs analyses, corridor studies, and other work preparatory to project development.
Planning-FTA	PL-FTA	Federal Transit Administration funds provided for "Planning" projects and programs, derived from one percent of each state's annual federal transportation funding allocation.
Port Authority of New York And New Jersey	PANYNJ	The bi-state agency responsible for overseeing port operations, major airports, and for operating the Hudson River crossings, including the PATH rail system, tunnels and bridges. PANYNJ facilities do not fall under the jurisdiction of the NJTPA, but its projects are included in determining air quality conformity (see Conformity).
Port Authority Trans-Hudson	РАТН	The rail line operated by the Port Authority of New York and New Jersey (PANYNJ) that connects Essex and Bergen counties to Manhattan.
Preliminary Design	PD	Formerly the final phase of work in the Study and Development Program (S&D). It has become part of the Preliminary Engineering (PE) phase.
Preliminary Engineering	PE	The phase of project development in which the preferred alternative identified in Concept Development (CD) is further developed and refined to a level of detail necessary to secure the approval of the environmental document, also known as the NEPA (National Environmental Policy Act) document.
Problem Statements		Initial statements about potential transportation problems and/or initiatives.
Program		In the TIP, a program is identified as a budgeted item that does not have a specific geographic location. It usually applies to an entire region or state.
Program for Elderly and Persons with Disabilities (Federal Transit Administration)	SECT 5310	Provides federal funds for the purchase of small buses or van-type vehicles with lifts for private or non-profit agencies that serve the elderly and persons with disabilities. The former New Freedom Program (Section 5317) is folded into this program.
Project		In the TIP, a project indicates a budgeted item that has a specific location, such as a highway intersection or a rail line.
Project Development	PRD	A phase or type of work intended to develop feasible project proposals that produce the best balance among transportation needs, environmental values, public concerns and costs.
Project Development Work Program	PDWP	The former program for phasing projects through Concept Development. Now referred to as the Study and Development program (S And D).
Project Pipeline		The project pipeline is a series of procedures that projects must complete during the phases of development from general concept to construction.

Term	Acronym	Description		
Project Pool		All projects or programs eligible for inclusion in the TIP in any given year.		
Project Prioritization		A process for ranking proposed projects to determine whether they warrant inclusion in the TIP. The process assigns scores to each potential project based on how well it fulfills a variety of criteria and performance standards related to each of the six goals established in the RTP. The project prioritization process then considers other factors such as funding availability and scheduling.		
Project Prioritization Committee	PPC	A standing committee of the NJTPA. It oversees development of the four- year, fiscally constrained Transportation Improvement Program (TIP), and other capital programming activities. Meets bi-monthly.		
Project Scoping		Determining the limits and design of a transportation project.		
Project Scoring		A method of prioritizing projects to determine which should advance in the S and D and into the TIP. The NJTPA's Project Prioritization Criteria were developed for this purpose.		
Public Lands Highways	PLH	Public Lands Highways funds, a source of federal funds to be used for various unanticipated public lands grants received through FHWA Public Lands Highways Discretionary Program. PLH funds are available for transportation planning, research, engineering, and construction of the highways, roads, and parkways, or of transit facilities within Federal public lands.		
Public Participation		Federal regulations require MPOs to provide early and continuing opportunities for public input into major decision processes.		
Rail-Highway Grade Crossing	RHC	A federal funding category intended to develop and implement safety improvement projects to reduce the number and severity of crashes at public highway-rail grade crossings. Eligible activities include signing and pavement markings at crossings, active warning devices, crossing surface improvements, sight distance improvements, grade separations and the closing and consolidation of crossings.		
Record of Decision	ROD	The official record resulting from an Environmental Impact Statement (EIS).		
Recreational Trails Program	RTP	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.		
Regional Capital Investment Strategy	RCIS	The NJTPA's policy on how transportation funds should be spent, centered on eight broad principles. Among these principles: promoting smart growth, making travel safer, improving the existing transportation system first, expanding public transit, limiting construction of new roads, applying transportation technology, supporting walking and biking, and moving freight more efficiently.		
Regional Transportation Advisory Committee	RTAC	A technical committee of subregional transportation planners which is responsible for providing technical assistance to the NJTPA Board of Trustees. Meets bi-monthly.		

Term	Acronym	Description		
Regional Transportation Plan	RTP	The federally mandated long-range transportation plan for the region. It sets out a vision for development of the transportation system over the next 20 or 25 years and serves as an investment guide for the region. The RTP is produced by the MPO every 4 years.		
Regional Travel-Household Interview Survey	RT-HIS	A telephone survey (conducted in 1997 and 1998, and updated to include US Census 2000 data) of the New York and New Jersey metropolitan area that investigated detailed trends and patterns in the use of the transportation system.		
Regionally Significant Non- Federally-Funded Projects		Projects being planned by non-federally-funded authorities, including primarily the New Jersey Turnpike Authority and the Port Authority of New York And New Jersey. These projects do not fall under the purview of the NJTPA for planning purposes, but are taken into account in the air quality conformity assessment. These projects appear only in an appendix to the TIP.		
Reprogram		Indicates that the project/program authority has been shifted from one year to the next.		
Request for Proposals	RFP	An invitation—often issued as part of a competitive bidding process—for consultants, suppliers, vendors, etc. to submit a proposal on a specific service or commodity.		
Revenue Aligned Budget Authority	RABA	Highway program funding levels are tied to estimates of Highway Trust Fund (HTF) receipts made at the time of enactment of TEA-21. These levels are adjusted each year to reflect the latest information on HTF receipts. Revenue Aligned Budget Authority (RABA) is the annual calculation of this adjustment. RABA calculation is not driven by policy, but rather is determined by formula.		
Reverse Commutes		Movement in a direction opposite the main flow of traffic, such as from the central city to a suburb during the morning peak period.		
Right-of-Way	ROW	Property on which a transportation project is built. Also regularly used to refer to the phase of work during which such property is acquired.		
Right-of-way/Construction	RC	The costs of Right-of-way acquisition and Construction have been combined and the work will occur within one fiscal year.		
Road Enhancement	RCIS-RE	This RCIS category identifies TIP projects and programs that add improvements to existing road structures, for example: signal improvements, intersection geometry improvements, and turning lanes.		
Road Expansion	RCIS-REX	This RCIS category identifies TIP projects and programs that enhance and expand road capabilities, for example: new grade separations, new travel lanes, new interchanges, and new roadways.		
Road Preservation	RCIS-RP	This RCIS category identifies TIP projects and programs that keep existing highway infrastructure functioning in a state of good repair and up to current design standards. Included are work such as repaving, signage, lighting, and drainage repairs.		
Safe Routes to Schools	SRTS	A funding program for education and infrastructure to create safe, convenient, and fun opportunities for children to bicycle and walk to and from schools, for grades K-8.		

Term	Acronym	Description		
Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users	SAFETEA-LU	Enacted in 2005 and extended by Congress a number of time, SAFETEA-LU was the nation's principal transportation funding law before it was replaced in 2012 by Moving Ahead for Progress in the 21st Century (MAP-21) and subsequently by the Fixing America's Surface Transportation (FAST) Act.		
Section 5324	SECT 5324	Introduced in MAP-21, the funding source assists States and public transportation systems with emergency-related expenses. Emergencies are defined as natural disasters affecting a wide area or a catastrophic failure from an external cause for which the governor of a State has declared an emergency or the President has declared a major disaster. The program funds capital projects to protect, repair, reconstruct or replace equipment and facilities. It also funds transit agency operating costs related to evacuation, rescue operations, temporary public transportation service or changing public transportation route service before, during or after an emergency in an area directly affected. (Utilized by NJ TRANSIT and PANYNJ)		
Section 5326 (NJ TRANSIT funding category)	SECT 5326	Introduced in MAP-21, Transit Asset Management, funding source. MAP-21 requires FTA to define the term "state of good repair" and create objective standards for measuring the condition of capital assets, including equipment, rolling stock, infrastructure, and facilities. All FTA grantees and their subrecipients are required to develop transit asset management plans. FTA will support this effort through technical assistance, including the development of an analytical process or decision support tool that allows recipients to estimate their capital investment needs over time and assists with asset investment prioritization.		
Section 5337 (NJTRANSIT funding category)	SECT 5337	MAP-21 establishes a new grant program to maintain public transportation systems in a state of good repair. This program replaces the fixed guideway modernization program (Section 5309). Funding is limited to fixed guideway systems and high intensity bus. Projects are limited to replacement and rehabilitation, or capital projects required to maintain public transportation systems in a state of good repair. Projects must be included in a transit asset management plan to receive funding. The new formula comprises: (1) the former fixed guideway modernization formula; (2) a new service-based formula; and (3) a new formula for buses on HOV lanes.		
Section 5340 (NJ TRANSIT funding category)	SECT 5340	High Density and Growing State Apportionments.		
Short-Line Railroads		Small railroads that provide links between major rail freight companies (Class I trunk line) and industries; short-line service preserves transportation links in areas with divested rail lines and helps prevent outmigration of economic activity and jobs.		
Shuttle Services		A public or private vehicle that travels back and forth over a particular route, especially a short route, or one that provides connections between transportation systems, employment centers, etc.		
Single Occupancy Vehicle	SOV	Refers to motor vehicles occupied by the driver only.		
Smart Growth	SG	Smart Growth focuses planning resources on the restoration of existing infrastructure, in order to discourage urban sprawl. Communities seek restoration of the center city and older suburbs through a process that emphasizes environmental, economic, and fiscal priorities.		

Term Acronym		Description		
Source of Funds	SOURCE	Identifies the specific funding source for projects and programs. (See Table 1 in the TIP introduction for a complete list of funding sources for the current TIP.)		
South Jersey Transportation Planning Organization	SJTPO	SJTPO is the Metropolitan Planning Organization (MPO) serving Atlantic, Cape May, Cumberland, and Salem counties in South Jersey.		
Sprawl		The unlimited outward expansion of suburbs characterized by low- density residential and commercial development, unchecked land development, and dominance of transportation by autos.		
		Groups - including communities, government officials, MPOs, and other organizations - affected by decisions regarding transportation projects, studies, and initiatives.		
State Bond Funds	BOND	State funds derived from specific Bond Issues.		
State Capital Investment Strategy	SCIS	A document providing statewide transportation investment recommendations in various program categories based upon goals, objectives, and performance measures. Required in New Jersey by the Transportation Trust Fund Authority Act of 2000, the SCIS is developed by the NJDOT, NJ TRANSIT, NJTA and SJTA in consultation with the state's three MPOs.		
State Development and Redevelopment Plan	SDRP	A plan intended to control suburban sprawl by influencing the intensities and locations of development and redevelopment. Required under a 1986 act of the state legislature.		
State Implementation Plan	SIP	The federally required plan for bringing the state into compliance with federal air quality goals as mandated by the 1990 Clean Air Act Amendments (CAAA). Developed under the leadership of the New Jersey Department of Environmental Protection, the SIP contains steps the state will take to reduce pollution from all sources. The NJTPA must demonstrate that the projects it approves conform to the SIP and will have a net positive impact on air quality.		
State Operating Funds	STATE-OPER	State funds providing operating assistance for NJ TRANSIT.		
State Planning and Research	SPR	A federal funding category that provides operating funds for planning and research projects and programs administered by the New Jersey Department of Transportation (NJDOT).		
State Wide Investment	SWI	A series of coordinated smaller-scale projects in multiple locations, and in multiple phases of work, that address a specific mobility issue.		
Statewide		NJDOT statewide projects and programs include financial and schedule data about highway and bridge transportation programs that apply to all of New Jersey. NJTPA's share of statewide programs is estimated at 75%.		
Statewide Planning and Research-FTA	SPR-FTA	Federal Transit Administration funds allocated for planning and research activities.		
Statewide Transportation Improvement Program	STIP	The state's fiscally constrained agenda of transportation improvement projects that is made up of the TIPs approved by the state's three Metropolitan Planning Organizations (MPOs).		

Term	Acronym	Description	
Strategic Mobility		This classification includes work which adds to the capacity of the transportation system through major capital construction. Under this heading are projects that include missing links, major widenings, and economic development.	
Strategy Evaluation	SE	The NJTPA process for determining regional accessibility and mobility needs and recommending strategies that will address these needs. The Strategy Evaluation addresses regional Congestion Management Process requirements for northern New Jersey.	
Study and Development	SD	The work through Concept Development that is done to develop a feasible and appropriate project (or other solution) to address a transportation problem.	
Subregion		A politically- and geographically-defined area - such as a county or municipality - for coordinated planning activities. In the NJTPA region, there are 15 subregions: 13 counties and two major cities.	
Subregional Study Program		Special studies proposed and carried out by NJTPA subregions (counties and major cities). Allocated on a completive basis. (This program was created in 2004 by merging two previous study programs: Supportive Tasks and Technical Studies.)	
Subregional Transportation Planning Program	STP Program	Planning activities funded by the NJTPA and carried out by the 13 counties and two major cities in North Jersey.	
Support Services	SUP SRV	Federal-aid category for services and activities provided in connection with minority business enterprise (MBE) programs, which are designed to increase opportunities for minority businesses in transportation planning and construction contracting.	
Surface Transportation Block Grant Program	STBGP	A funding source established by the FAST Act, the STBGP converted the Surface Transportation Program acknowledging that this program has the most flexible eligibilities among all Federal-aid highway programs.	
Surface Transportation Board, US DOT	STB	The STB is a federal agency that adjudicates disputes and regulates federal interstate surface transportation including trucking, rail freight, ocean shipping, interstate buses, and other modes.	
Surface Transportation Program (Federal)	STP	The Surface Transportation Program (now called the Surface Transportation Block Grant Program) was a federal-aid funding category which provided flexible funding for projects on any federal-aid highway.	
Surface Transportation Program-NJ (Federal)	STP-NJ	STP federal funding provided to the NJTPA, now called the Surface Transportation Block Grant Program). Federal law requires setting aside a specific dollar amount of the Surface Transportation Program for Metropolitan Planning Organizations. Funds obligated to the NJTPA region are based on its proportion of the state population.	
Surface Transportation Program-Safety (Federal)	STP-SY	Federal law requires setting aside specific funds of the Surface Transportation Program for either rail-highway crossings or hazard elimination projects.	
Surface Transportation Program-Transportation Enhancements	STP-TE	Federal law requires a set-aside of the Surface Transportation Program for transportation enhancements activities such as pedestrian facilities, scenic routes, historic areas and other similar activities.	

Term	Acronym	Description	
Sustainable Development		Sustainable development demands that current activities and patterns of consumption must not interfere with the success of future generations. Environmentally, this implies reducing air pollution, preserving vulnerable ecosystems, and addressing global climate change. In terms of mobility and access, this encourages interposal transportation and mixed-use development. Decisions made regarding development should take these factors into consideration.	
System Expansion		Infrastructure projects that will physically add capacity to the existing transportation network.	
System Management		Projects and programs that optimize the performance of the transportation network. Examples of system management projects would include: exclusive bus lanes, reversible lanes, "smart" traffic signs and signals, and intersection improvements.	
System Preservation		Projects and programs that rehabilitate or replace aging infrastructure. Examples of system preservation projects would include bridge rehabilitation and replacement, highway resurfacing, highway rehabilitation and reconstruction, and transit rolling stock.	
Technical Advisory Committee	TAC	A committee formed to provide feedback, guidance, and technical input regarding a project, program, or product. May include partner organizations and agencies, stakeholders, and representatives of other relevant groups.	
To be determined	TBD	A phrase that refers to an as yet unidentified funding source.	
Traffic Calming		Traffic calming involves changes in street alignments, installation of barriers, and other physical measures to reduce traffic speeds and/or cut-through volumes to improve street safety and livability.	
Transit Enhancement	RCIS-TE	This RCIS category identifies TIP projects and programs that modify the existing transit investments, such as: station improvements, operational efficiency improvements, increased service on existing routes, and new stations on existing lines.	
Transit Expansion	RCIS-TEXP	This RCIS category identifies TIP projects and programs that expand the existing Transit infrastructure as well as Transit services such as new bus routes, fixed facilities for new "bus rapid transit" services, new rail lines or extensions, and major rail infrastructure capacity.	
Transit Preservation	RCIS-TP	This RCIS category identifies TIP projects and programs that maintain current transit infrastructure as well as operation of existing services, maintenance of facilities and equipment, and new rolling stock for existing lines.	
Transit-Oriented Development	TOD	Compact, pedestrian-friendly, mixed-use development near bus and rail stations that serves housing, transportation, and neighborhood goals.	
Transit-Oriented Development Planning Pilot	TOD	MAP-21 creates a new discretionary pilot program for transit-oriented development (TOD) planning grants. Eligible activities include comprehensive planning in corridors with new rail, bus rapid transit or core capacity projects.	

Term	Acronym	Description	
Transportation Alternatives Program	TAP	Introduced in MAP-21, the TAP provides federal funding for projects and programs for enhancing pedestrian and bicycle mobility, access to transit, community improvement, environmental mitigation, recreational trails and other transportation alternatives.	
Transportation Capital Program	TCP	A listing of NJDOT and NJ TRANSIT projects and programs, formerly known as the Capital Construction Program, that is annually submitted to the state Legislature for approval and to be considered for inclusion in the draft Transportation Improvement Program (TIP).	
Transportation Clean Air Measures	TCAM	Measures intended to reduce transportation-related emissions. TCAMs can include clean vehicle technology and diesel retrofits, anti-idling strategies, vehicle travel reduction, and public outreach programs.	
Transportation Control Measures	TCM	Projects or programs that will reduce transportation-related emissions by reducing vehicle use or improving traffic flow. In the context of transportation conformity, TCMs refer to actions that are specifically identified and committed to in a State Implementation Plan (see SIP).	
Transportation Enhancement	TE	This former program funded enhancements to transportation facilities such as pedestrian, scenic, historic and other improvements. The TE funding program has been replaced by the Transportation Alternatives Program.	
Transportation Equity Act for the 21st Century	TEA-21	Enacted in June 1998, TEA-21 was the nation's principal transportation law until it was replaced by SAFETEA-LU in 2005, MAP-21 in 2012, and most recently the FAST Act.	
Transportation Improvement Program	TIP	A four-year, fiscally constrained agenda of improvement projects drawn from the Regional Transportation Plan (RTP). To be eligible for federal funds, proposed projects must be approved by the NJTPA Board for inclusion in the TIP. Updated every two years.	
Transportation Infrastructure Finance and Innovation Act	TIFIA	Legislation that created a program to provide federal credit assistance in the form of direct loans, loan guarantees, and standby lines of credit to finance surface transportation projects of national and regional significance.	
Transportation Investment Generating Economic Recovery	TIGER	A federal competitive grant program for communities to obtain funding for critical road, rail, transit and port projects oriented towards safety, economic competitiveness, state of good repair, livability and environmental sustainability.	
Transportation Management Association	TMA	Organization established to work with employers to help provide more effective transportation options. They promote ridesharing and transit use, among other activities. The NJTPA provides administrative oversight for the eight TMAs in New Jersey.	
Transportation Systems Management	TSM	Initiatives designed to create the more efficient use of existing transportation facilities through improved infrastructure management and operation.	
Transportation Trust Fund (New Jersey)	TTF	The account established by New Jersey state law in 1984 for funding transportation programs and initiatives with revenues from fuel taxes and other sources.	
Transportation Trust Fund (State)	STATE	The "State" or "TTF" category is used to show the disposition of funding received from the New Jersey Transportation Trust Fund.	

Term	Acronym	Description	
Transportation Trust Fund Grants	TTF(GANS)	Anticipated Federal grants, the equivalent funds which are obtained in advance through bonding mechanisms backed by the New Jersey Transportation Trust Fund.	
Travel Demand Management	TDM	Programs designed to maximize the people-moving capacity of the transportation system by increasing the number of people using existing transportation facilities, or by influencing the time of, or need to, travel.	
Travel Demand Model	Travel Demand Model	A computer-based simulation of the transportation network that generates travel pattern forecasts. Used by the NJTPA in its transportation planning activities. Also see NJRTM.	
Unconstrained Fiscal Information		While the first four years of the NJTPA's TIP must reflect "reasonably anticipated" revenue sources, and must be fiscally constrained, i.e., fall within the limits of available funding, the next five to ten years shown in the TIP are unconstrained, for informational purposes only, and are not subject to the same federal fiscal constraint rules.	
Unfunded Needs		Projects and programs which cannot be funded in the current TIP because of fiscal constraint.	
Unified Planning Work Program	UPWP	Summarizes the transportation planning activities of the NJTPA Central Staff, the subregions and other transportation agencies in the region. Updated annually.	
United States Department of Transportation	USDOT	The federal agency that develops and coordinates policies pertaining to the national transportation system. It includes the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA).	
United States Environmental Protection Agency	USEPA	The EPA is a cabinet-level federal regulatory agency that leads the nation's environmental science, research, education and assessment efforts.	
Urbanized Area Formula Program (Federal Transit Administration)	SECT 5307	Formula-based federal funding program for transit projects. Under MAP-21 this program has been consolidated to include the Job Access and Reverse Commute (JARC) program (formerly Section 5310), and funding for transportation enhancements (Sect. 5307-TE). Formerly known as the Section 9 program.	
Utility Relocation	UTI	Phase of work in which utilities are relocated or reconstructed.	
Variable Message Sign	VMS	An electronic traffic sign often used to give travelers information about emergencies, special events, construction, speed limits, etc.	
Various Federal	VAR. FED	This funding category is used to denote unanticipated allocations of Federal funds, outside the parameters of the regular apportionment process. Until such allocations are made, the exact funding source is not known.	
Vehicle Miles Traveled	VMT	A measure of the amount of vehicular travel. One vehicle traveling the distance of one mile equals one vehicle mile traveled (VMT).	
Year of Expenditure	YOE	Cost estimates adjusted for inflation from the present time to the expected year of construction.	

# **ACRONYMS**

# **Definitions of Acronyms**

Acronym	Term
3C Process	Continuing, Cooperative and Comprehensive
AA	Alternatives Analysis
AC	Advance Construction
ADA	Americans with Disabilities Act
APTA	American Public Transit Association
BMS	Bridge Management System
BOND	State Bond Funds
BRIDGE	Bridge Funds (Federal)
BRIDGE OFF	Bridge Funds (Non-Federal)
BRT	Bus Rapid Transit
CAAA	Clean Air Act Amendments of 1990
CAP	Capital Acquisition
ССР	Capital Construction Program
CD	Concept Development
CFR	Code of Federal Regulations
CIS	Capital Investment Strategy
CMAQ	Congestion Mitigation Air Quality
CMP	Congestion Management Process
CON	Construction
CR	County Road
CSD	Context-Sensitive Design
DBE	Disadvantaged-owned Business Enterprise
DBNUM	Database Number
DBOM	Design Build Operate Maintain
DEMO or HPP	Congressionally designated funds
DES	Final Design
DES	Design
DVRPC	Delaware Valley Regional Planning Commission
EA	Environmental Assessment
EB	Equity Bonus Program
EC	Engineering/ Construction
EFLH	Eastern Federal Lands Highway Program
EIS	Environmental Impact Statement
EJ	Environmental Justice
EOC	Emergency Operation Center

ER Energency Repairs  ER Engineering/ Right-of-way  ERC Engineering/ Right-of-way  ERC Engineering/ Right-of-way  ERC Engineering/ Right-of-way  Engineering/ Engineering  Engineer	Acronym	Term
ERC Engineering/Right-of-way/ Construction e-STIP Electronic Statewide Transportation Improvement Program FA Feasibility Assessment FAA Federal Aviation Administration FAST Act Fixing America's Surface Transportation Act FBP FHWA Ferry Boat Program FEMA Federal Emergency Management Agency FFGA Full Funding Grant Agreement FHWA Federal Highway Administration FIC Freight Initiatives Committee Flex Flexible Funding FONSI Finding of No Significant Impact FRA Federal Railroad Administration FTA Federal Transit Administration FTA Federal Transit Administration FY Fiscal Year GARVEH Grant Anticipation Revenue Vehicles GIS Geographic Information System HBLRT Hudson-Bergen Light Rail Transit HOV High Occupancy Vehicle HPP High Priority Projects HRRRP High Risk Rural Roads Program HSIP Highway Safety Improvement Program ISTEA Intermodal Surface Transportation Efficiency Act ITS Intelligent Transportation Systems JARC Job Access Reverse Commute Program ISTEA Intermodal Surface Transportation Efficiency Act ITS Journey to Work LCD Local Community Development LCPDP Local Capital Project Delivery Program LEV LEASE Leverage Lease Funds LOC Local Funding LOS Level of Service LTAP Moving Ahead for Progress in the 21st Century	ER	Emergency Repairs
e-STIP Electronic Statewide Transportation Improvement Program FA Feasibility Assessment FAA Federal Aviation Administration FAST Act Fixing America's Surface Transportation Act FBP FHWA Ferry Boal Program FEMA Federal Emergency Management Agency FFGA Full Funding Grant Agreement FHWA Federal Highway Administration FIC Freight Initiatives Committee Flex Flexible Funding FONSI Finding of No Significant Impact FRA Federal Railroad Administration FTA Federal Administration FTY Fiscal Year GARVEE Grant Anticipation Revenue Vehicles GIS Geographic Information System HBLRT Hudson-Bergen Light Rail Transit HOV High Occupancy Vehicle HPP High Priority Projects HRRRP High Risk Rural Roads Program HSIP Highway Safety Improvement Program ISTEA Intermodal Surface Transportation Efficiency Act ITS Intelligen Transportation Systems JARC Job Access Reverse Commute Program LCPDP Local Community Development LCPDP Local Community Development LCPDP Local Community Development LCPDP Local Capital Project Delivery Program LEV LEASE Leverage Loss Funds LOC Local Funding LOS Level of Service LTAP Local Technical Assistance Program MAP-21 Moving Ahead for Progress in the 21st Century	ER	Engineering/ Right-of-way
FA Feasibility Assessment  FAA Federal Aviation Administration  FAST Act Fixing America's Surface Transportation Act  FBP FHWA Ferry Boat Program  FEMA Federal Emergency Management Agency  FFGA Full Funding Grant Agreement  FHWA Federal Highway Administration  FIC Freight Initiatives Committee  Flex Flexible Funding  FONSI Finding of No Significant Impact  FRA Federal Railroad Administration  FTA Federal Transit Administration  FY Fiscal Year  GARVEE Grant Anticipation Revenue Vehicles  GIS Geographic Information System  HBLRT Hudson-Bergen Light Rail Transit  HOV High Occupancy Vehicle  HPP High Priority Projects  HRRRP High Risk Rural Roads Program  HSIP Highway Safety Improvement Program  ISTEA Intermodal Surface Transportation Efficiency Act  ITS Intelligent TransportationSystems  JARC Job Access Reverse Commute Program  ITW Journey to Work  LCD Local Community Development  LCPDP Local Capital Project Delivery Program  LEV LEASE Leverage Lease Funds  LOC Local Funding  LOS Level of Service  LTAP Local Technical Assistance Program  MAP-21 Moving Ahead for Progress in the 21st Century	ERC	Engineering/ Right-of-way/ Construction
FAA Federal Aviation Administration  FAST Act Fixing America's Surface Transportation Act  FBP FHWA Ferry Boat Program  FEMA Federal Emergency Management Agency  FFGA Full Funding Grant Agreement  FHWA Federal Highway Administration  FIC Freight Initiatives Committee  Flex Flexible Funding  FONSI Finding of No Significant Impact  FRA Federal Railroad Administration  FTA Federal Railroad Administration  FY Fiscal Year  GARVEE Grant Anticipation Revenue Vehicles  GIS Geographic Information System  HBLRT Hudson-Bergen Light Rail Transit  HOV High Occupancy Vehicle  HPP High Priority Projects  HRRRP High Risk Rural Roads Program  HSIP Highway Safety Improvement Program  ISTEA Intermodal Surface Transportation Efficiency Act  ITS Intelligent TransportationSystems  LCD Local Community Development  LCDD Local Community Development  LCPDP Local Capital Project Delivery Program  LEV LEASE Leverage Lease Funds  LOC Local Tenning Ahead for Progress in the 21st Century  MAP-21 Moving Ahead for Progress in the 21st Century	e-STIP	Electronic Statewide Transportation Improvement Program
FAST Act Fixing America's Surface Transportation Act FBP FIWA Ferry Boat Program FEMA Federal Emergency Management Agency FFGA Full Funding Grant Agreement FHWA Federal Highway Administration FIC Freight Initiatives Committee Flex Flex Flexible Funding FONSI Finding of No Significant Impact FRA Federal Railroad Administration FTA Federal Transit Administration FTA Federal Transit Administration FY Fiscal Year GARVEE Grant Anticipation Revenue Vehicles GIS Geographic Information System HBLRT Hudson-Bergen Light Rail Transit HOV High Occupancy Vehicle HPP High Priority Projects HRRRP High Risk Rural Roads Program HSIP HISIP Highway Safety Improvement Program ISTEA Intermodal Surface Transportation Efficiency Act ITS Intelligent Transportation Systems JARC Job Access Reverse Commute Program ITW Journey to Work LCD Local Community Development LCPDP Local Capital Project Delivery Program LEV LEASE Leverage Lease Funds LOC Local Funding LOS Level of Service LTAP Local Technical Assistance Program MAP-21 Moving Ahead for Progress in the 21st Century	FA	Feasibility Assessment
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MAP-21 Moving Ahead for Progress in the 21st Century	LOS	Level of Service
	LTAP	Local Technical Assistance Program
MATCH-STATE Matching Funds	MAP-21	Moving Ahead for Progress in the 21st Century
	MATCH-STATE	Matching Funds

Acronym	Term
METRO NORTH	Metro North – NJ TRANSIT Partnership
MIS	Major Investment Study
MOS	Minimum Operating Segment
MOU-Funding Exchange	Memorandum of Understanding for Exchange of Program Funds
MOU-TIP	Memorandum of Understanding for TIP Revisions
MPO	Metropolitan Planning Organization
NAAQS	National Ambient Air Quality Standards
NARC	National Association of Regional Councils
NBIG	National Boating Infrastructure Grant Program
NEC	Northeast Corridor
NEPA	National Environmental Policy Act
NHPP	National Highway Performance Program
NHS	National Highway System
NJ TRANSIT	New Jersey Transit
NJDEP	New Jersey Department of Environmental Protection
NJDOT	New Jersey Department of Transportation
NJIT	New Jersey Institute of Technology
NJRTM	North Jersey Regional Transportation Model
NJRTM-E	North Jersey Regional Transportation Model–Enhanced
NJTA	New Jersey Turnpike Authority
NJTPA	North Jersey Transportation Planning Authority
NOTIS	NJTPA Online Transportation Information System
NTS	National Transportation System
NYMTC	New York Metropolitan Transportation Council
NYS And W	New York Susquehanna And Western
OPER	Operational Assistance Funding
OSG	Office of Smart Growth
OTHER	Other funding source
PANYNJ	Port Authority of New York And New Jersey
РАТН	Port Authority Trans-Hudson
PD	Preliminary Design
PDWP	Project Development Work Program
PE	Preliminary Engineering
PEDC	Planning And Economic Development Committee
PL	Planning Funds
PL-FTA	Planning-FTA

Acronym	Term
PLH	Public Lands Highways
PLS	Planning Study
PM2.5	Particulate Matter
PMS	Pavement Management System
PPC	Project Prioritization Committee
PRD	Project Development
RABA	Revenue Aligned Budget Authority
RC	Right-of-way/Construction
RCIS	Regional Capital Investment Strategy
RCIS-BPR	Bridge Preservation and Rehabilitation
RCIS-DFF	Dedicated Freight Facilities
RCIS-DSM	Direct Safety Improvements
RCIS-ITS	ITS and Incident Management
RCIS-PBF	Pedestrian/Bicycle Facilities
RCIS-RE	Road Enhancement
RCIS-REX	Road Expansion
RCIS-RP	Road Preservation
RCIS-TE	Transit Enhancement
RCIS-TEXP	Transit Expansion
RCIS-TP	Transit Preservation
RFP	Request for Proposals
RHC	Rail-Highway Grade Crossing
ROD	Record of Decision
ROW	Right-of-Way
RTAC	Regional Transportation Advisory Committee
RT-HIS	Regional Travel-Household Interview Survey
RTP	Regional Transportation Plan
RTP	Recreational Trails Program
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for User
SCIS	State Capital Investment Strategy
SD	Study and Development
SDRP	State Development and Redevelopment Plan
SE	Strategy Evaluation
SECT 5307	Urbanized Area Formula Program (Federal Transit Administration)
SECT 5309	Fixed-Guideway Modernization Program (Federal Transit Administration)
SECT 5309D	Congressional Earmarks (Federal Transit Administration)

Acronym	Term
SECT 5310	Program for Elderly and Persons with Disabilities (Federal Transit Administration)
SECT 5311	Non-urbanized Area Formula Program (Federal Transit Administration)
SECT 5317	New Freedom
SECT 5324	Section 5324
SECT 5326	Section 5326 (NJ TRANSIT funding category)
SECT 5337	Section 5337 (NJTRANSIT funding category)
SECT 5339	Bus and Bus Facilities (NJ TRANSIT funding category)
SECT 5340	Section 5340 (NJ TRANSIT funding category)
SG	Smart Growth
SIP	State Implementation Plan
SJTPO	South Jersey Transportation Planning Organization
SOURCE	Source of Funds
SOV	Single Occupancy Vehicle
SPR	State Planning and Research
SPR-FTA	Statewide Planning and Research-FTA
SRTS	Safe Routes to Schools
STATE	Transportation Trust Fund (State)
STATE-OPER	State Operating Funds
STB	Surface Transportation Board, US DOT
STBGP	Surface Transportation Block Grant Program
STIP	Statewide Transportation Improvement Program
STP	Surface Transportation Program (Federal)
STP Program	Subregional Transportation Planning Program
STP-NJ	Surface Transportation Program-NJ (Federal)
STP-SY	Surface Transportation Program-Safety (Federal)
STP-TE	Surface Transportation Program-Transportation Enhancements
SUP SRV	Support Services
SWI	State Wide Investment
TAC	Technical Advisory Committee
TAP	Transportation Alternatives Program
TBD	To be determined
TCAM	Transportation Clean Air Measures
TCM	Transportation Control Measures
TCP	Transportation Capital Program
TDM	Travel Demand Management
TE	Transportation Enhancement

Acronym	Term	
TEA-21	Transportation Equity Act for the 21st Century	
TIFIA	Transportation Infrastructure Finance and Innovation Act	
TIGER	Transportation Investment Generating Economic Recovery	
TIP	Transportation Improvement Program	
TMA	Transportation Management Association	
TOD	Transit-Oriented Development Planning Pilot	
TOD	Transit-Oriented Development	
TSM	Transportation Systems Management	
TTF	Transportation Trust Fund (New Jersey)	
TTF(GANS)	Transportation Trust Fund Grants	
UPWP	Unified Planning Work Program	
USDOT	United States Department of Transportation	
USEPA	United States Environmental Protection Agency	
UTI	Utility Relocation	
VAR. FED	Various Federal	
VMS	Variable Message Sign	
VMT	Vehicle Miles Traveled	
YOE	Year of Expenditure	

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- A. Status of FY 2016 2017 Projects over \$50 Million
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  Revisions among the DVRPC, NJTPA,
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- K. FHWA Eastern Federal Lands HighwayDivision TIP Projects
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# Appendix A:

Status of FY 2016 - 2017 Projects over \$50 Million

# Status of FY 2016 Projects Over \$ 50 Million (NJDOT)

# **Bergen County**

DBNUM **065C** Counties: Bergen Municipalities: Teaneck Twp

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

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

#### Comments:

Individual section 4(f) document for impacts to the Historic Greenbelt in Teaneck is required. SHPO coordination is ongoing. Environmental document complete 6/2018. DES Authorization in 12/2018.

### **Essex County**

DBNUM N1501 Counties: Essex Municipalities: Newark City

#### Port Newark Container Terminal (PNCT) Access Improvement and Expansion Project

The Port Newark Container Terminal (PNCT) Public Private Partnership (PPP) project provides an infrastructure expansion and upgrade of the PNCT's Newark facility from a 720,000 lift container terminal without Ultra Large Container Vessel or barge capabilities to a 1,400,000 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; 6) West Yard Build Out, and; and 7) Capital Paving Program. 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.

#### Comments:

PNCT is applying for a TIFIA loan as part of the private public financing package. The Capital Paving program is now included in this project.

DBNUM 11407 Counties: Hudson Essex Municipalities: Jersey City Newark City Kearny Town

#### PANY&NJ-NJDOT Project Program

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 Tonnelle 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 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.

#### Comments:

Route 7 Wittpenn Bridge: Contract 1 - complete. Contract 2 - complete. Contract 3 (under construction) - completion anticipated 12/2018. Contract 4 - CON authorization 6/2017. Route 139: Contract 1 - complete. Contract 2 - complete. Contract 3 - complete. Contract 4 - complete. Route 1&9 Pulaski Skyway: Contract 1 - complete. Contract 2 - complete. Contract 3 - complete. Contract 4 - complete. Contract 5 - Contract award 6/2017. Completion 8/2019. Contract 6 - Utility authorization 8/2018. CON authorization 6/2020. Completion 9/2021. Contract 7 - Contract award 10/2017. Completion 2/2019. Contract 8 - Utility authorization 7/2018. CON Completion 5/2023. Contract 9 - CON authorization 9/2019. Completion 4/2021.

DBNUM 00314 Counties: Essex Hudson Municipalities: Newark City Harrison Town

#### Route 280, Route 21 Interchange Improvements

Initiated by the Bridge Management System, this project includes replacement/rehabilitation of six structures within the project limits, and reconfiguration of the interchange to provide full movements and consolidate entrance points.

#### Comments:

Under construction since 9/2015. Substantial completion in 2/2019.

#### **Hudson County**

DBNUM 11407 Counties: Hudson Essex Municipalities: Jersey City Newark City Kearny Town

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

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.

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#### Comments

Route 7 Wittpenn Bridge: Contract 1 - complete. Contract 2 - complete. Contract 3 (under construction) - completion anticipated 12/2018. Contract 4 - CON authorization 6/2017. Route 139: Contract 1 - complete. Contract 2 - complete. Contract 3 - complete. Contract 4 - complete. Route 1&9 Pulaski Skyway: Contract 1 - complete. Contract 2 - complete. Contract 3 - complete. Contract 4 - complete. Contract 5 - Contract award 6/2017. Completion 8/2019. Contract 6 - Utility authorization 8/2018. CON authorization 6/2020. Completion 9/2021. Contract 7 - Contract award 10/2017. Completion 2/2019. Contract 8 - Utility authorization 7/2018. CON Completion 5/2023. Contract 9 - CON authorization 9/2019. Completion 4/2021.

DBNUM 00314 Counties: Essex Hudson Municipalities: Newark City Harrison Town

#### Route 280, Route 21 Interchange Improvements

Initiated by the Bridge Management System, this project includes replacement/rehabilitation of six structures within the project limits, and reconfiguration of the interchange to provide full movements and consolidate entrance points.

#### Comments:

Under construction since 9/2015. Substantial completion in 2/2019.

DBNUM N1301 Counties: Hudson Municipalities: Bayonne City

## Route 440, Bayonne Bridge Navigational Clearance Project

This project entails increasing the air draft of the Bayonne Bridge by raising the roadway within the existing arch span by 64 feet, from 151 feet to 215 feet. Additionally, the new roadway will be wider (to better conform to AASHTO standards), and the 6-foot wide pedestrian walkway will be widened to a 12-foot wide shared-use path accommodating pedestrians and cyclists. A new higher roadway will be constructed within the existing constraints on the main span. The existing approach roads will be demolished and new, wider approaches will be constructed. The new approaches will have 8-foot wide outside shoulders and 4-foot wide inside shoulders. During construction, the median will be removable channelizer posts. Once the full bridge is completed, jersey barriers will be used in the median. The existing toll plaza will be demolished and replaced. Estimated duration of construction is about 3.5 years, during which time traffic will be reduced to one 12.5-foot lane per direction, with nightly road closures and 8 full weekend closures per year. ITS sign structures (including VMS, VSLS, CCTV and road sensors) will be constructed along the rehabilitated roadway. (On the NY side the project is in The City of New York, Richmond County.)

#### Comments:

The contract was awarded in 5/2013. The new elevated roadway and the start of cashless tolling began in 2/2017. Project completion is anticipated in 2019.

DBNUM 06373 Counties: Hudson Municipalities: North Bergen Twp

#### Route 495, Route 1&9/Paterson Plank Road Bridge

Initiated by the Bridge Management System, this project will replace the bridge deck and deteriorated structural steel, and also includes substructure repairs and bridge painting. The bridge was built in 1939.

#### Comments:

Contract Awarded to IEW Construction in 7/2017. CON will begin in fall 2017.

Temporary ROW easements are required during construction.

Utilities coordination with railroad.

# **Monmouth County**

DBNUM NS9706 Counties: Monmouth Municipalities: Rumson Boro Sea Bright Boro

#### Rumson Road over the Shrewsbury River, CR 520

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

#### Comments:

Project anticipating authorization for final design phase in 2018.

# **Morris County**

DBNUM 93139 Counties: Morris Municipalities: Wharton Boro Rockaway Twp

#### Route 80, Route 15 Interchange

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

#### Comments:

PE underway. Environmental document complete in 1/2019. Final design authorization in 7/2019.

### **Ocean County**

DBNUM 00357C Counties: Ocean Municipalities: Stafford Twp

#### Route 72, Manahawkin Bay Bridges, Contract 4

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.

#### Comments:

Under construction. Substantial completion in 3/2020.

# **Passaic County**

DBNUM 059B Counties: Passaic Municipalities: Little Falls Twp Clifton City

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

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

#### Comments

Community is fully supporting. Coordination with local authorities on Jurisdictional and Signal agreements. All DEP related permits obtained in July 2014 (as part of Contract A work). Minor additional permits necessary. Construction began on Contract A in 12/2015.

Contract B in final design. CON authorization anticipated in 2/2019.

## **Somerset County**

DBNUM **780A** Counties: Somerset Municipalities: Hillsborough Twp

#### Route 206, Valley Road to Brown Avenue

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

#### Comments:

Final design authorization 5/2018.

DBNUM 779 Counties: Somerset Municipalities: Hillsborough Twp

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

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

#### Comments:

CON authorization 9/2017. Project was advertised for construction bids in 10/2017. Completion 10/2020.

### **Union County**

DBNUM 95023 Counties: Union Municipalities: Linden City

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

This study, being conducted by the Port Authority of NYNJ, will examine completion of the missing moves at the Route 1&9 and Route 278 Interchange, and associated intersection improvements at the Route 1&9 Park Avenue intersection.

#### Comments:

PANYNJ is responsible for the initial planning, environmental assessment (including NEPA) and conceptual design. NJDOTwill be responsible for all design, construction and costs for the work at the Park Avenue intersection with Route 1&9. NJDOT is responsible for NEPA, preliminary and design work. The project is under the jurisdiction of NJDOT throughout the project and after completion. A joint public meeting is scheduled on 9/19/17.

DBNUM N1205 Counties: Union Municipalities: Elizabeth City

#### Route 278, Goethals Bridge Replacement

This project provides for the replacement of the existing Goethals Bridge, between Elizabeth, NJ and Staten Island, NY, along the I-278 Corridor. Pursuant to the Record of Decision by the US Coast Guard in January 2011 concluding the NEPA review process, the Port Authority is advancing plans for replacement of the existing bridge, opened in 1928. The preferred alternative is a full replacement on an alignment immediately to the south of the current bridge, tying into the existing roadway connections in both states. The existing bridge will remain in service during construction of the new crossing, and will be demolished after the replacement bridge opens.

The existing structure has two 10-foot-wide lanes in each direction (eastbound and westbound) separated by a median, with no shoulders, and no pedestrian/bikeway accommodation. The existing free flow speed is 45 mph. The new bridge will include separate roadway decks for eastbound and westbound travel, each providing three 12-foot-wide lanes, one 12-foot-wide outer shoulder, and one 5-foot-wide inner shoulder. The new bridge will also include a pedestrian/bikeway. Project specifications assure the design will not preclude addition of future mass transit service across the bridge (by providing sufficient right-of-way between the east and westbound roadways for a potential future transit system). The free flow speed for the new bridge will be 60 mph. The new structure also will incorporate seismic protection, security, and comprehensive ITS features. Total project length is approximately 1.5 miles, between NJ Turnpike and the Staten Island Expressway.

Consistent with the Port Authority commitment for self-financing its surface transportation projects, the project has been included in the NJTPA TIP Appendix and in the regional transportation network for conformity purposes. Subsequently, the agency's Board of Commissioners authorized a public-private partnership option to implement the project through an innovative Design-Build-Finance-Maintain (DBFM) approach. PANYNJ was successful in securing a federal TIFIA loan of \$ 473.674 Million as part of the P3 bridge developer's financing package. The project has been included in the TIP for the New York Metropolitan Transportation Council, and in the New York State STIP. The project currently is under construction.

#### Comments:

Construction began in 5/2014 with full completion expected in late 2018. The first completed span opened summer 2017.

# **Appendix B:**

Regionally
Significant
Non-Federally
Funded
Projects

# NJTPA REGIONALLY SIGNIFICANT NON-FEDERALLY FUNDED PROJECTS FY 2018

# **Delaware River Joint Toll Bridge Commission**

**DBNUM: DB14026** 

Project Name: CB-S TSB Approach Pavement & Stormwater Inlet Improvements

Description:

From Capital Program File

<b>Exemption Status</b>	<b>Exemption Category</b>	Travel Demand Model	Scenario Year
Υ	S4, S10	N	

DBNUM: **DB14027** 

Project Name: Centre Bridge Stockton Toll Supported Bridge Rehabilitation

Description:

From Capital Program File

Exemption Status	<b>Exemption Category</b>	Travel Demand Model	Scenario Year
Y	S19	N	

**DBNUM: DB14038** 

Project Name: Delaware Water Gap River Road Improvements

Description:

From Capital Program File

Exemption Status	<b>Exemption Category</b>	Travel Demand Model	Scenario Year
Y	S10	N	

**DBNUM: DB14015** 

Project Name: Delaware Water Gap Toll

Description:

2017 VEHICLE AND EQUIPMENT INSPECTION REPLACEMENT

Exemption Status	<b>Exemption Category</b>	Travel Demand Model	Scenario Year
N	N/A	N	2017

**DBNUM: DB12001** 

Project Name: Delaware Water Gap Toll Bridge Improvements

Description:

Widening of Interstate 80 Westbound within the Commission's Juridictioin

Exemption Status	<b>Exemption Category</b>	Travel Demand Model	Scenario Year
N		Y	2035

DBNUM: DB14024

Project Name: DWG / I-80 NJ Roadway Safety Improvements

Description:

ĺ	<b>Exemption Status</b>	<b>Exemption Category</b>	Travel Demand Model	Scenario Year
ĺ	Υ	S6	N	

Project Name: Easton-Phillipsburg Toll

Description:

2017 VEHICLE AND EQUIPMENT INSPECTION REPLACEMENT

Exemption Status	<b>Exemption Category</b>	Travel Demand Model	Scenario Year
N	N / A	N	2017

DBNUM: **DB14018** 

Project Name: I-78 Bridges & Approach Slabs Rehabilitation Project

Description:

From Website, in NJTPA region

	<b>Exemption Status</b>	<b>Exemption Category</b>	Travel Demand Model	Scenario Year
ĺ	Υ	S10, S19	N	

DBNUM: **DB14023** 

Project Name: I-78 Bridges and Approach Slabs Rehabilitation

Description:

From Capital Program File

<b>Exemption Status</b>	<b>Exemption Category</b>	Travel Demand Model	Scenario Year
Y	S19	N	

DBNUM: **DB14022** 

Project Name: I-78 New Jersey Roadway Mill & Paving

Description:

From Capital Program File

<b>Exemption Status</b>	<b>Exemption Category</b>	Travel Demand Model	Scenario Year
Υ	S10	N	

**DBNUM: DB14035** 

Project Name: I-78 Open Road Tolling Lanes

Description:

From Capital Program File

	<b>Exemption Status</b>	<b>Exemption Category</b>	Travel Demand Model	Scenario Year
ĺ	N		N	2025

DBNUM: **DB14021** 

Project Name: I-78 Toll Bridge Deck Overlay & Parapet Replacement

Description:

From Capital Program File

Exemption Status	<b>Exemption Category</b>	Travel Demand Model	Scenario Year
Υ	S19	N	

DBNUM: **DB14002** 

Project Name: I-78 Toll Bridge PA Approach Paving Improvements

Description:

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.

<b>Exemption Status</b>	<b>Exemption Category</b>	Travel Demand Model	Scenario Year
Υ	S10, S19	N	

Project Name: Interstate 78 Toll

Description:

2017 VEHICLE AND EQUIPMENT INSPECTION REPLACEMENT

Exemption Status	<b>Exemption Category</b>	Travel Demand Model	Scenario Year
N	N / A	N	2017

**DBNUM: DB14003** 

Project Name: Lumberville-Raven Rock Pedestrian Bridge Rehabilitation

#### Description:

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.

I	<b>Exemption Status</b>	<b>Exemption Category</b>	Travel Demand Model	Scenario Year
ſ	Υ	AQ2	N	

DBNUM: DB14016

Project Name: Milford-Montague Toll

Description:

2017 VEHICLE AND EQUIPMENT INSPECTION REPLACEMENT

<b>Exemption Status</b>	<b>Exemption Category</b>	Travel Demand Model	Scenario Year
N	N / A	N	2017

**DBNUM: DB14020** 

Project Name: New Hope - Lambertville Toll Bridge Floor System Rehabilitation

Description:

From Capital Program File

Exemption Status	<b>Exemption Category</b>	Travel Demand Model	Scenario Year
Y	S19	N	

DBNUM: **DB14011** 

Project Name: New Hope-Lambertville Toll

Description:

2017 VEHICLE AND EQUIPMENT INSPECTION REPLACEMENT

<b>Exemption Status</b>	<b>Exemption Category</b>	Travel Demand Model	Scenario Year
N	N/A	N	2017

DBNUM: **DB14001** 

Project Name: New Hope-Lambertville Toll Bridge Approach Roadways & Bridges Improvements

#### Description:

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

Exemption Status	<b>Exemption Category</b>	Travel Demand Model	Scenario Year
Υ	S10, S19	N	

**DBNUM: DB14025** 

Project Name: NH-L Toll Supported Bridge Rehabilitation

Description:

Exemption Status	<b>Exemption Category</b>	Travel Demand Model	Scenario Year
Y	S19	N	

Project Name: NHS TSB Floor System Replacement & Rehabilitation

Description:

From Capital Program File

	<b>Exemption Status</b>	<b>Exemption Category</b>	Travel Demand Model	Scenario Year
ĺ	Υ	S19	N	

DBNUM: **DB12011** 

Project Name: Northampton Street TSB Bridge Floor System Replacement & Rehabilitation

Description:

Northampton Street TSB Bridge Floor System Replacement & Rehabilitation

<b>Exemption Status</b>	<b>Exemption Category</b>	Travel Demand Model	Scenario Year
Υ	S19	N	

DBNUM: **DB14037** 

Project Name: Phase 1 Delaware Water Gap Toll Bridge Open Road Tolling Implementation

Description:

From Capital Program File

<b>Exemption Status</b>	<b>Exemption Category</b>	Travel Demand Model	Scenario Year
N		N	2025

DBNUM: **DB14036** 

Project Name: Porland-Columbia Approach Roadway Improvements

Description:

From Capital Program File

<b>Exemption Status</b>	<b>Exemption Category</b>	Travel Demand Model	Scenario Year
Υ	S10	N	

DBNUM: **DB14031** 

Project Name: Portland - Columbia Ped. TSB Improvements

Description:

From Capital Program File

<b>Exemption Status</b>	<b>Exemption Category</b>	Travel Demand Model	Scenario Year
Υ	S19	N	

DBNUM: DB14014

Project Name: Portland-Columbia Toll

Description:

2017 VEHICLE AND EQUIPMENT INSPECTION REPLACEMENT

Exemption Status	<b>Exemption Category</b>	Travel Demand Model	Scenario Year
N	N / A	N	2017

DBNUM: **DB14030** 

Project Name: R-B TSB Rehabilitation

Description:

Exemption Status	<b>Exemption Category</b>	Travel Demand Model	Scenario Year
Y	S19	N	

Project Name: Riverton - Belvidere Water Street Improvements

Description:

From Capital Program File

Exemption Status	<b>Exemption Category</b>	Travel Demand Model	Scenario Year
Υ	S10	N	

DBNUM: **DB14028** 

Project Name: Uhlerstown - Frenchtown TSB Rehabilitation

Description:

	Exemption Status	<b>Exemption Category</b>	Travel Demand Model	Scenario Year
Ī	Υ	S19	N	

# **New Jersey Sports & Exposition Authority**

DBNUM: MC14001 R

Project Name: 83rd Street, between US 1&9 and Westside Avenue, North Bergen (NJSEA MDTP Project L15)

#### Description:

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.

Exemption Status	<b>Exemption Category</b>	Travel Demand Model	Scenario Year
N		N	2035

DBNUM: MC09038_B

Project Name: Carlstadt Bicycle Improvements (B1)

#### Description:

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-gravle path paralleling the western side of the NJ Turnpike, a 1.0-mile on-road striped bike lane along

	<b>Exemption Status</b>	<b>Exemption Category</b>	Travel Demand Model	Scenario Year
ĺ	Υ	AQ2	N	

DBNUM: MC09054_T

Project Name: Carlstadt/Moonachie Shuttle (NJSEA MTPD Project T6)

Description:

Exemption Status	<b>Exemption Category</b>	Travel Demand Model	Scenario Year
N		N	2025

DBNUM: MC09008_R

Project Name: County Avenue and Secaucus Road, Secaucus (NJSEA MDTP Project I6)

#### Description:

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.

I	Exemption Status	<b>Exemption Category</b>	Travel Demand Model	Scenario Year
I	Y	NR1	Υ	

DBNUM: MC09039 B

Project Name: East Rutherford Bicycle Improvements (B2)

#### Description:

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 parallelling the NJ Transit Pascack Valley Line, and a 1.1-mile on-road striped

<b>Exemption Status</b>	<b>Exemption Category</b>	Travel Demand Model	Scenario Year
Υ	AQ2	N	

DBNUM: MC09033_P

Project Name: Harrison Avenue Area Pedestrian Improvements, Kearny (NJSEA MTPD Project P2)

#### Description:

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.

Exemption Status	<b>Exemption Category</b>	Travel Demand Model	Scenario Year
Y	AQ2	N	

DBNUM: MC09002_R

Project Name: Meadowland Parkway, between NJ Route 3 and Broadcast Plaza, Secaucus (NJSEA MDTP

Project L10)

Description:

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.

ĺ	<b>Exemption Status</b>	<b>Exemption Category</b>	Travel Demand Model	Scenario Year
ĺ	Υ	NR1, NR2	N	

DBNUM: MC09025 R

Project Name: Meadowlands Parkway and NJ Route 3 westbound ramp, Secaucus (NJSEA MDTP Project

E9)

Description:

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.

<b>Exemption Status</b>	<b>Exemption Category</b>	Travel Demand Model	Scenario Year
N		Y	2035

DBNUM: MC09050_B

Project Name: Meadows Path Bicycle Improvements (B12)

Description:

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 thoughout nine of the fourteen District municipalities. Nearly 7.5 miles of Meadows Path are in place, most

<b>Exemption Status</b>	<b>Exemption Category</b>	Travel Demand Model	Scenario Year
Υ	AQ2	N	

DBNUM: MC09046 B

Project Name: Meadows Path Bicycle Improvements (B4)

Description:

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 thoughout nine of the fourteen District municipalities. Nearly 7.5 miles of Meadows Path are in place, most

ĺ	<b>Exemption Status</b>	<b>Exemption Category</b>	Travel Demand Model	Scenario Year
ſ	Υ	AQ2	N	

DBNUM: MC09047_B

Project Name: Meadows Path Bicycle Improvements (B5)

Description:

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 thoughout nine of the fourteen District municipalities. Nearly 7.5 miles of Meadows Path are in place, most

Exemption Status	<b>Exemption Category</b>	Travel Demand Model	Scenario Year
Y	AQ2	N	

DBNUM: MC09048_B

Project Name: Meadows Path Bicycle Improvements (B6)

Description:

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 thoughout nine of the fourteen District municipalities. Nearly 7.5 miles of Meadows Path are in place, most

Exemption Status	<b>Exemption Category</b>	Travel Demand Model	Scenario Year
Υ	AQ2	N	

DBNUM: MC09049_B

Project Name: Meadows Path Bicycle Improvements (B8)

#### Description:

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 thoughout nine of the fourteen District municipalities. Nearly 7.5 miles of Meadows Path are in place, most

<b>Exemption Status</b>	<b>Exemption Category</b>	Travel Demand Model	Scenario Year
Υ	AQ2	N	

DBNUM: MC09020 R

Project Name: Moonachie Avenue and Grand Street, Moonachie (NJSEA MDTP Project E2)

#### Description:

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.

	<b>Exemption Status</b>	<b>Exemption Category</b>	Travel Demand Model	Scenario Year
ſ	Υ	NR2	N	

DBNUM: MC09037_P

Project Name: Moonachie Avenue Pedestrian Improvements, Moonachie (NJSEA MTPD Project P6)

#### Description:

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

<b>Exemption Status</b>	<b>Exemption Category</b>	Travel Demand Model	Scenario Year
Υ	AQ2	N	

DBNUM: MC09041 B

Project Name: Moonachie Bicycle Improvements (B7)

#### Description:

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

<b>Exemption Status</b>	<b>Exemption Category</b>	Travel Demand Model	Scenario Year
Υ	AQ2	N	

DBNUM: MC09021_R

Project Name: Murray Hill Parkway and East Union Avenue, East Rutherford (NJSEA MDTP Project E4)

#### Description:

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.

Exemption Status	<b>Exemption Category</b>	Travel Demand Model	Scenario Year
N		N	2025

DBNUM: MC09006_R

Project Name: Murray Hill Parkway and East Union Avenue, East Rutherford (NJSEA MDTP Project I4)

#### Description:

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.

<b>Exemption Status</b>	<b>Exemption Category</b>	Travel Demand Model	Scenario Year
N		N	2035

DBNUM: MC09036_P

Project Name: New County Road and County Road Extension Pedestrian Improvements, Secaucus (NJSEA

MTPD Project P5)

#### Description:

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 cros

	<b>Exemption Status</b>	<b>Exemption Category</b>	Travel Demand Model	Scenario Year
ĺ	Υ	AQ2	N	

DBNUM: MC09023 R

Project Name: NJ Route 3 eastbound service road & Plaza Drive, Secaucus (NJSEA MDTP Project E7)

#### Description:

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

<b>Exemption Status</b>	<b>Exemption Category</b>	Travel Demand Model	Scenario Year
Υ	NR3	N	

DBNUM: MC09013 R

Project Name: Paterson Plank Road and 1st Street, Secaucus (NJSEA MDTP Project I12)

#### Description:

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.

<b>Exemption Status</b>	<b>Exemption Category</b>	Travel Demand Model	Scenario Year
N		N	2025

DBNUM: MC09007 R

Project Name: Paterson Plank Road and Harmon Meadow Boulevard, Secaucus (NJSEA MDTP Project I5)

#### Description:

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.

Exemption Status	<b>Exemption Category</b>	Travel Demand Model	Scenario Year
Y	NR1	N	

DBNUM: MC09022 R

Project Name: Paterson Plank Road and Terminal Road, Secaucus (NJSEA MDTP Project E5)

#### Description:

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.

<b>Exemption Status</b>	<b>Exemption Category</b>	Travel Demand Model	Scenario Year
Y	NR1	N	

DBNUM: MC09035_P

Project Name: Paterson Plank Road Pedestrian Improvements, East Rutherford/Carlstadt (NJSEA MTPD

Project P4)

#### Description:

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

<b>Exemption Status</b>	<b>Exemption Category</b>	Travel Demand Model	Scenario Year
Υ	AQ2	N	

DBNUM: MC09042_B

Project Name: Rutherford Bicycle Improvements (B10)

#### Description:

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

<b>Exemption Status</b>	<b>Exemption Category</b>	Travel Demand Model	Scenario Year
Υ	AQ2	N	

DBNUM: MC09045 B

Project Name: Secaucus Greenway Bicycle Improvements (NJSEA MTPD Project B11)

#### Description:

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

	<b>Exemption Status</b>	<b>Exemption Category</b>	Travel Demand Model	Scenario Year
ĺ	Υ	AQ2	N	

DBNUM: MC09040 B

Project Name: Secaucus Greenway Bicycle Improvements (NJSEA MTPD Project B3)

#### Description:

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

<b>Exemption Status</b>	<b>Exemption Category</b>	Travel Demand Model	Scenario Year
Υ	AQ2	N	

DBNUM: MC09044 B

Project Name: Secaucus Greenway Bicycle Improvements (NJSEA MTPD Project B9)

#### Description:

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

<b>Exemption Status</b>	<b>Exemption Category</b>	Travel Demand Model	Scenario Year
Y	AQ2	N	

DBNUM: MC09052_T

Project Name: Secaucus Transit Village Shuttle (NJSEA MTPD Project T3)

#### Description:

Exemption Status	<b>Exemption Category</b>	Travel Demand Model	Scenario Year
N		N	2025

DBNUM: MC09030_T

Project Name: Secaucus-North Bergen Shuttle (NJSEA MTPD Project T5)

#### Description:

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

Exemption Status	<b>Exemption Category</b>	Travel Demand Model	Scenario Year
N		N	2025

DBNUM: MC09055_T

Project Name: South Secaucus Shuttle Area (NJSEA MTPD Project T4)

Description:

Exemption Status	<b>Exemption Category</b>	Travel Demand Model	Scenario Year
N		N	2025

DBNUM: MC09043 B

Project Name: Teterboro Bicycle Improvements (B13)

#### Description:

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.

I	<b>Exemption Status</b>	<b>Exemption Category</b>	Travel Demand Model	Scenario Year
ſ	Υ	AQ2	N	

DBNUM: MC09032_P

Project Name: Valley Brook Avenue Pedestrian Improvements, Lyndhurst (NJSEA MTPD Project P1)

#### Description:

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

<b>Exemption Status</b>	<b>Exemption Category</b>	Travel Demand Model	Scenario Year
Υ	AQ2	N	

DBNUM: MC09005_R

Project Name: Westside Avenue and Paterson Plank Road, North Bergen (NJSEA MDTP Project I3)

#### Description:

This project proposed grade seperation 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

Exemption Status	<b>Exemption Category</b>	Travel Demand Model	Scenario Year
N		N	2035

DBNUM: MC09034_P

Project Name: Westside Avenue Pedestrian Improvements, North Bergen(NJSEA MTPD Project P3)

#### Description:

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 projec

Exemption Status	<b>Exemption Category</b>	Travel Demand Model	Scenario Year
Y	AQ2	N	

# **New Jersey Turnpike Authority**

DBNUM: TPK1406

Project Name: Deck Reconstruction of the Newark Bay – Hudson County Bridge

Route: NJTPK NJ Turnpike Milepost 1.5 to 2.9

Description:

Thebridgedeckisbeingreplacedintwophases. This project is the second phase. \$103.300 Ne

Exemption Status	<b>Exemption Category</b>	Travel Demand Model	Scenario Year
Υ	S19	N	

DBNUM: GSP1404

Project Name: GSP Interchange 105

Route: GSP Garden State Parkway Milepost 105.5 to 106.6

Description:

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

<b>Exemption Status</b>	<b>Exemption Category</b>	Travel Demand Model	Scenario Year
N		Υ	2017

DBNUM: GSP1405

Project Name: GSP Interchange 109

Route: GSP Garden State Parkway Milepost 109.5 to 110.5

Description:

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.

Exemption Status	<b>Exemption Category</b>	Travel Demand Model	Scenario Year
N		Υ	2025

DBNUM: GSP1003

Project Name: GSP Interchange 125

Route: GSP Garden State Parkway Milepost 126 to 128

Description:

This project will provide for the reconfiguation 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

<b>Exemption Status</b>	<b>Exemption Category</b>	Travel Demand Model	Scenario Year
N		Y	2025

DBNUM: GSP1406

Project Name: GSP Interchange 145

Route: GSP Garden State Parkway Milepost 146.5 to 147.5

Description:

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.

<b>Exemption Status</b>	<b>Exemption Category</b>	Travel Demand Model	Scenario Year
Υ	NR3	Υ	

DBNUM: GSP1407

Project Name: GSP Interchange 163

Route: GSPNJ Route 17 Garden State Parkway Milepost 162.5 to 163.7

Description:

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.

<b>Exemption Status</b>	<b>Exemption Category</b>	Travel Demand Model	Scenario Year
Υ	NR3	N	

DBNUM: GSP098

Project Name: GSP Interchange 91 Improvements (Burnt Tavern Road)

Route: GSPCR 549 Garden State Parkway Milepost 92

Description:

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

Exemption Status	<b>Exemption Category</b>	Travel Demand Model	Scenario Year
N		Y	2017

DBNUM: GSP1408

Project Name: GSP Mainline Widening From Interchange 35 to 80

Route: GSP Garden State Parkway Milepost 35 to 80.85

Description:

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

<b>Exemption Status</b>	<b>Exemption Category</b>	Travel Demand Model	Scenario Year
N		Υ	2025

DBNUM: GSP1401

Project Name: GSP Shoulder Restoration and Improvements Program, MP 83 to 100

Route: GSP Garden State Parkway Milepost 83 to 100

Description:

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

Exemption Status	<b>Exemption Category</b>	Travel Demand Model	Scenario Year
Y	S4, S19	N	

DBNUM: TPK1403

Project Name: NJ Turnpike Interchange 10 Improvement Project

Route: NJTPKI-287 NJ Turnpike Milepost 88

Description:

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

<b>Exemption Status</b>	<b>Exemption Category</b>	Travel Demand Model	Scenario Year
Y	NR3	Y	

DBNUM: TPK1405

Project Name: NJ Turnpike Interchange 14A Improvement Project

Route: NJTPK NJ Turnpike Milepost 3.5

Description:

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 Je

Exemption Status	<b>Exemption Category</b>	Travel Demand Model	Scenario Year
N		Υ	2025

DBNUM: TPK1402

Project Name: NJ Turnpike Interchange 9 Improvement Project

Route: NJTPKNJ Route 18 NJ Turnpike Milepost 83

Description:

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.

<b>Exemption Status</b>	<b>Exemption Category</b>	Travel Demand Model	Scenario Year
Υ	NR3	Υ	

DBNUM: TPK1407

Project Name: NJ Turnpike Interchange Newark Bay-Hudson County Extension Study

Route: NJTPK NJ Turnpike Milepost 3.5 to 5.9

Description:

Exemption Status	<b>Exemption Category</b>	Travel Demand Model	Scenario Year
Y	O10a	N	

### Port Authority of NY & NJ

DBNUM: CB06-087

Project Name: Bayonne Bridge Elevation

Description:

Exemption Status	<b>Exemption Category</b>	Travel Demand Model	Scenario Year
Y	S19	N	

DBNUM: CP05-149

Project Name: Corbin St. Intermodal Facility – Phase 2B

Description:

To provide 26,000 linear feet of support track and complete the full build-out of the ExpressRail system - \$21 million. Scheduled completion date is 2017.

Exemption Status	<b>Exemption Category</b>	Travel Demand Model	Scenario Year
N	N/A	N	2017

DBNUM: CP05-148

Project Name: Corbin St. Intermodal Facility Phase 2A (CP05-148)

Description:

To provide 34,000 linear feet of support track at \$21 million. Scheduled completion date is 2014.

Exemption Status	<b>Exemption Category</b>	Travel Demand Model	Scenario Year
N	N / A	N	2017

DBNUM: **CB07-103** 

Project Name: Goethals Bridge Replacement

Description:

Exemption Status	<b>Exemption Category</b>	Travel Demand Model	Scenario Year
Y	S19	Y	

DBNUM: **CP10-002** 

Project Name: **NEAT Conversion to Container Terminal (CP10-002)** 

Description:

Exemption Status	<b>Exemption Category</b>	Travel Demand Model	Scenario Year
N	N / A	N	2017

# **Appendix C:**

NJTPA
Study and
Development
Program

The North Jersey Transportation Planning Authority

# FY 2018 Study and Development Program



**September 25, 2017** 

# FY 2018 Study and Development Program

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#### FY 2018 Study and Development Program

#### Introduction

The Fiscal Year (FY) 2018 Study and Development (S&D) Program of the North Jersey Transportation Planning Authority (NJTPA) describes the transportation project planning work to be conducted during the FY. As such, it is a critical link between two of the NJTPA's most important federally required products: the Regional Transportation Plan (RTP), which sets the long-range planning vision for the region, and the near-term Transportation Improvement Program (TIP), which prioritizes and schedules funding for project implementation over four years. The S&D Program is where project solutions to the transportation needs and challenges identified in the RTP are examined and further refined so that they can move forward for implementation in the TIP.

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

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

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

#### **S&D Program Development**

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

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

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

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

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

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

### FY 2018 Study Development Bergen County

**Sponsor: NJDOT** 

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

Counties: Bergen Hudson Municipalities: Fairview Boro North Bergen Twp

Sponsor: NJDOT MP: 60.56 - 61.10

Replacement of the existing structurally deficient Rt. 1&9 bridge over the NY Susquehanna & Western Railroad. Geometric upgrades include improvements to the Rt. 1&9 from south of Division Street to the intersection of Fairview Avenue with minor improvements to the intersection of Rt. 1&9 and Fairview Avenue.

Year Work 2018 CD

2019

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

Counties: Bergen Municipalities: Fort Lee Boro

Sponsor: NJDOT MP: 0.05

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

<u>Year</u> <u>Work</u> 2018 CD 2019 CD

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

Counties: Bergen Municipalities: Englewood Cliffs Boro Alpine Boro

Sponsor: NJDOT MP: 2.19 - 11.17

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

<u>Year</u> <u>Work</u> 2018 CD

2019

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

Counties: Bergen Municipalities: Rochelle Park Twp

Sponsor: NJDOT MP: 10.80 - 10.91

Deck Replacement Program FY 14

<u>Year</u> <u>Work</u> 2018 CD

2019

94056 Route 17, Central Avenue Bridge, Rochelle Park

Counties: Bergen Municipalities: Rochelle Park Twp

Sponsor: NJDOT MP: 10.90

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.

<u>Year</u> <u>Work</u> 2018 CD

2019

9/18/2017 Bergen County Page 1 of 31

103A1 Route 17, Essex Street to South of Route 4

Counties: Bergen Municipalities: Various

Sponsor: NJDOT MP: 10.19 - 12.04

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.

<u>Year</u> <u>Work</u> 2018 LCD 2019 LCD

94057 Route 17, NYS&W Bridge

Counties: Bergen Municipalities: Rochelle Park Twp

Sponsor: NJDOT MP: 10.90

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.

<u>Year</u> <u>Work</u> 2018 CD 2019 CD

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

Counties: Bergen Municipalities: Rutherford Boro East Rutherford Boro Hasbrouck Height

Sponsor: NJDOT MP: 4.49-8.85

Federal Resurfacing/Rehab project. MP NB 4.54-5.87, 7.5-8.85; SB 4.49-5.4, 7.5-8.48

Year Work 2018 CD

2019

11357 Route 17, Sprout Brook, Culvert Replacement

Counties: Bergen Municipalities: Paramus Boro

Sponsor: NJDOT MP: 15.0 - 15.1

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

<u>Year</u> <u>Work</u> 2018 CD

2019

103A2 Route 17, Williams Avenue to I-80

Counties: Bergen Municipalities: Hasbrouck Heights Boro Hackensack City

Sponsor: NJDOT MP: 8.3-9.9

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).

<u>Year</u> <u>Work</u> 2018 CD

2019

Bergen County Page 2 of 31 9/18/2017

16348 Route 46, Bridge over Erie-Lackawanna Railroad

Counties: Bergen Municipalities: Saddle Brook Twp

Sponsor: NJDOT MP: 65.4

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

<u>Year</u> <u>Work</u> 2018 CD

2019

14418 Route 46, Bridges over Route 17

Counties: Bergen Municipalities: Hasbrouck Heights Boro

Sponsor: NJDOT MP: 68.01 - 68.11

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.

Year Work 2018 CD

2019

16343 Route 63, Bridge over Fairview Avenue

Counties: Bergen Municipalities: Fairview Boro

Sponsor: NJDOT MP: 0.26

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

<u>Year</u> <u>Work</u> 2018 CD

2019

11381 Route 208, Bergen County Drainage Improvements

Counties: Bergen Municipalities: Wyckoff Twp Franklin Lakes Boro

Sponsor: NJDOT MP: 5.3 - 8.5

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

Year Work 2018 CD

2019

858 Route 287, Truck Weigh Station, Bergen County

Counties: Bergen Municipalities: Mahwah Twp

Sponsor: NJDOT MP: To be determined

This project consists of construction of a truck weigh station facility on the southbound side of I-287. It will weigh trucks destined for I-287 southbound. The project will include weigh-in-motion scales, static weigh scales, paving, grading, drainage, utilities (relocation and new services), striping, electric, lighting and landscaping. The facility will consist of internal roadways, approximately 11 parking stalls for trucks and automobiles, a commercial vehicle inspection building and a control building. A deceleration lane into and acceleration lane from the weigh station will need to be provided along I-287 southbound.

Year Work 2018 CD

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

Counties: Bergen Hudson Municipalities: East Rutherford Boro Secaucus Town

Sponsor: NJDOT MP: 8.5

Bridge Deck/Superstructure Replacement

<u>Year</u> <u>Work</u> 2018 CD

2019

#### **Sponsor: LOCAL**

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

Counties: Bergen Municipalities: Hackensack City Teaneck Twp

Sponsor: Bergen County MP: 0.3-0.4

The existing bridge is a twin six-span, simply supported structure with a total length of 302'-2". The total width of the bridge is 74'-0". The bridge was constructed in 1971 and carries four (4) 12-foot lanes between curbs bounded by 5-foot wide sidewalks on both sides. The bridge has a 10' wide medium which contains a 5' wide utility bank between the two structures providing for separate eastbound and westbound roadways. The bridge replaced an existing swing span structure. The superstructure consists of 11 adjacent prestressed concrete box beams overlaid with an asphalt wearing course. There is cracking in the grout joints between the adjacent units resulting in reflective cracks in the wearing surface, eventually causing corrosion of the non-prestressed and prestressed reinforcement. The bridge has a sufficiency rating of 23.0.

Year Work 2018 LCD

2019

N1601 Kingsland Avenue, Bridge over Passaic River

Counties: Bergen Municipalities: Lyndhurst Twp Nutley Twp

Sponsor: Bergen County MP: 0.92

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

Year Work 2018 LCD

2019

Bergen County Page 4 of 31 9/18/2017

### **Essex County**

#### **Sponsor: NJDOT**

15439 Route 10, Chelsea Drive to Kelly Drive

Counties: Essex Municipalities: Livingston Twp West Orange Twp

Sponsor: NJDOT MP: 21.42-21.87

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.

<u>Year</u> <u>Work</u> 2018 CD

2019

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

Counties: Essex Municipalities: Newark City Belleville Twp

Sponsor: NJDOT MP: 2.1-4.02

Federal Resurfacing/Rehab project. MP 2.4-4.0; NB 4.6-7.1; SB 6.2-7.1

Year Work 2018 CD

2019

16327 Route 280 Rockfall Mitigation, West Orange Township

Counties: Essex Municipalities: West Orange Twp

Sponsor: NJDOT MP: 6.8-7.0

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

<u>Year</u> <u>Work</u> 2018 CD

2019

#### **Sponsor: LOCAL**

N1402 Clay Street Bridge over the Passaic River

Counties: Hudson Essex Municipalities: Newark City East Newark

Sponsor: Hudson County MP: 0.0 - 0.07

This study will look at alternatives of an existing movable swing bridge at Clay Street which is structurally deficient.

Year Work 2018 LCD

2019

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

Counties: Essex Hudson Municipalities: Newark City Harrison Twp

Sponsor: Essex County MP: 12.27

The historic structure was built in 1913 and rehabilitated in 1981. The SI&A of the bridge is 49.0. The structure is structurally deficient and functionally obsolete. 2 lanes with an overall roadway width of 39.5'. The bridge is eligible for placement on the National Register of Historic Places.

Year Work 2018 LCD

2019

9/18/2017 Essex County Page 5 of 31

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

Counties: Essex Municipalities: Newark City

Sponsor: City of Newark MP: 10.40

The functionally obsolete and structurally deficient bridge spans over the City's Subway. The superstructure is in poor condition and the substructure is in fair condition. The Bridge has an SI&A of 32.0. The bridge was built in 1908 and is a four span, Through Truss, Floorbeam-Stringer System.

Year Work 2018 LCD

2019

98540 Route 21, Newark Riverfront Pedestrian and Bicycle Access

Counties: Essex Municipalities: Newark City

Sponsor: Newark City MP: 4.1-4.3

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

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

<u>Year</u> <u>Work</u> 2018 LCD

2019

Essex County Page 6 of 31 9/18/2017

#### **Hudson County**

#### **Sponsor: NJDOT**

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

Counties: Hudson Municipalities: Secaucus Town

Sponsor: NJDOT MP: 4.33-4.33

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.

<u>Year</u> <u>Work</u> 2018 CD

2019

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

Counties: Bergen Hudson Municipalities: Fairview Boro North Bergen Twp

Sponsor: NJDOT MP: 60.56 - 61.10

Replacement of the existing structurally deficient Rt. 1&9 bridge over the NY Susquehanna & Western Railroad. Geometric upgrades include improvements to the Rt. 1&9 from south of Division Street to the intersection of Fairview Avenue with minor improvements to the intersection of Rt. 1&9 and Fairview Avenue.

Year Work 2018 CD

2019

97005E Route 1&9T, Secaucus Road to Little Ferry

Counties: Hudson Municipalities: Jersey City

Sponsor: NJDOT

This project, formerly known as New Road Extension, is the proposed extension of New Road north of Secaucus Road to the CSX facility at Little Ferry and/or a connection to the NJ Turnpike. New Road extension will create a direct connection to Croxton Yard and its vicinity, thereby reducing port-generated truck traffic on the parallel section of Rt. 1 & 9. This will reduce congestion on Rt. 1 & 9, especially during peak hours.

Year Work 2018 CD

2019

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

Counties: Bergen Hudson Municipalities: East Rutherford Boro Secaucus Town

Sponsor: NJDOT MP: 8.5

Bridge Deck/Superstructure Replacement

Year Work 2018 CD

2019

#### **Sponsor: LOCAL**

N1402 Clay Street Bridge over the Passaic River

Counties: Hudson Essex Municipalities: Newark City East Newark

Sponsor: Hudson County MP: 0.0 - 0.07

This study will look at alternatives of an existing movable swing bridge at Clay Street which is structurally deficient.

Year Work 2018 LCD

2019

9/18/2017 Hudson County Page 7 of 31

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

Counties: Essex Hudson Municipalities: Newark City Harrison Twp

Sponsor: Essex County MP: 12.27

The historic structure was built in 1913 and rehabilitated in 1981. The SI&A of the bridge is 49.0. The structure is structurally deficient and functionally obsolete. 2 lanes with an overall roadway width of 39.5'. The bridge is eligible for placement on the National Register of Historic Places.

Year Work

2019

N1603 JFK Boulevard East, River Road, Manhattan Avenue, and Paterson Plank Road

Counties: Hudson Municipalities: Various

Sponsor: Hudson County

Retain wall and Slope Stabilization Improvements along County Roads: JFK Boulevard East and River Road (CR 505, 693) in North Bergen, West New York, Guttenberg and Weehawken; Manhattan Avenue along North and South Approaches to 14th Street Viaduct (CR 683, 687) in Union City and Paterson Plank Road (CR681) in Jersey City and North Bergen.

The retaining walls were constructed of either stone (mostly) or concrete and heights varying from 1 to 40 feet. All of the wall conditions are rated as either fair or poor in terms of structural integrity.

Year Work 2018 LCD

2019

N1702 Koppers Coke Access Road (Liberty Corridor)

Counties: Hudson Municipalities: Kearny Town

Sponsor: Hudson County

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

Year Work 2018 LCD

2019

N1802 Meadowlands Parkway Bridge

Counties: Hudson Municipalities: Secaucus Town

Sponsor: Hudson County MP: 1.4-1.6

The bridge was built in 1973 and it connects State Route 3, the Frank Lautenberg Intermodal Facility and the NJ Turnpike Exit 15X. The bridge is a 4-span simply supported multi stringer bridge and crosses over the NJ Transit's Norfolk Southern line. The bridge has a sufficiency rating of 64.3.

Year Work 2018 LCD

2019

Hudson County Page 8 of 31 9/18/2017

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

Counties: Hudson Municipalities: Jersey City

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

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

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

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

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

Year Work 2018 LCD

2019

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### **Hunterdon County**

#### **Sponsor: NJDOT**

15322 Delaware & Raritan Canal Bridges

Counties: Mercer Hunterdon Middlesex Somerset Municipalities: Various

Sponsor: NJDOT

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 provided 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.

Year Work 2018 CD

2019

14425 Route 22, Bridge over NJT Raritan Valley Line

Counties: Hunterdon Municipalities: Clinton Twp

Sponsor: NJDOT MP: 20.08

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

<u>Year</u> <u>Work</u> 2018 CD

2019

11413C Route 29, Alexauken Creek Road to Washington Street

Counties: Hunterdon Municipalities: Lambertville City Delaware Twp Kingwood Twp Frenchto

Sponsor: NJDOT MP: 19.8-24.5 & 33.7-34.3

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.

Year Work 2018 CD

2019

15443 Route 29, Rockfall Mitigation, West Amwell & Lambertville

Counties: Hunterdon Municipalities: Lambertville City West Amwell Twp

Sponsor: NJDOT MP: 17.0-18.25

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

Year Work 2018 CD

Hunterdon County Page 10 of 31

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

Counties: Hunterdon Municipalities: Flemington Boro Raritan Twp

Sponsor: NJDOT MP: 22.21-23.13

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.

Year Work 2018 CD

2019

08327D Route 31, HealthQuest Boulevard to River Road

Counties: Hunterdon Municipalities: Raritan Twp

Sponsor: NJDOT MP: 24.53-25.13

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.

Year Work 2018 CD

2019

403A Route 31, Integrated Land Use & Transportation Plan

Counties: Hunterdon Municipalities: Flemington Boro Raritan Twp

Sponsor: NJDOT MP: 22.02 - 25.30

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 \$2.2000 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.

Year Work

2019

16341 Route 78, Bridge over Beaver Brook

Counties: Hunterdon Municipalities: Clinton Twp

Sponsor: NJDOT MP: 18.3

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

<u>Year</u> <u>Work</u> 2018 CD

2019

Hunterdon County Page 11 of 31

9137A Route 78, Edna Mahan Frontage Road

Counties: Hunterdon Municipalities: Union Twp

Sponsor: NJDOT MP: 15.00 - 15.40

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.

Year Work 2018 CD

2019

93141 Route 78, Interchange Study at Route 31

Counties: Hunterdon Municipalities: Clinton Twp

Sponsor: NJDOT MP: Rt. 78: 16.5 - 17.7; Rt. 31: 31.70 - 33.50

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.

Year Work 2018 CD

2019

16338 Route 173, Bridge over Mulhockaway Creek

Counties: Hunterdon Municipalities: Union Twp

Sponsor: NJDOT MP: 8.98

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

Year Work 2018 CD

2019

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

Counties: Hunterdon Municipalities: Clinton Twp Franklin Twp Union Twp

Sponsor: NJDOT MP: 12.98-14.62

Problem statement submitted by Clinton Township. The township is requesting installation of pedestrian facilities along Route 173.

<u>Year</u> <u>Work</u> 2018 CD

### **Middlesex County**

#### **Sponsor: NJDOT**

15322 Delaware & Raritan Canal Bridges

Counties: Mercer Hunterdon Middlesex Somerset Municipalities: Various

Sponsor: NJDOT

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 provided 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.

Year Work 2018 CD

2019

14423 Grove Avenue, Bridge over Port Reading RR

Counties: Middlesex Municipalities: Metuchen Boro

Sponsor: NJDOT MP: 0.87

Initiated by the Bridge Management System, this project will 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.

Year Work 2018 CD

2019

99313 Park Avenue Bridge

Counties: Middlesex Municipalities: South Plainfield Boro

Sponsor: NJDOT MP: RR 25.24
Proposed replacement or rehabilitation of this orphan bridge which is in critical condition.

Year Work 2018 LCD

2019

08417 Route 1, Forrestal Road to Aaron Road

Counties: Middlesex Municipalities: Plainsboro Twp South Brunswick Twp North Brunswick T

Sponsor: NJDOT MP: 13.30 - 22.50

A project to address the deficiencies along the portion of Route 1 in South Brunswick between MP 13.30 and 22.50. This stretch of the roadway currently accommodates only two travel lanes in each direction. Sections of Route 1 both north and south carry three lanes of travel. The 3 Intersections of Ridge Road, New Road, and Deans Lane/Henderson Road will be advanced into Concept Development under this agreement.

Year Work 2018 CD

15303 Route 1, NB Bridge over Raritan River

Counties: Middlesex Municipalities: Edison Twp New Brunswick City

Sponsor: NJDOT MP: 27.75 - 28.05

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 Catagory Number 3 and is a low priority for a stage II indepth 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 it's useful life.

Year Work 2018 CD

2019

16352 Route 18 NB, Bridge over Conrail

Counties: Middlesex Municipalities: East Brunswick Twp

Sponsor: NJDOT MP: 37.46

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

<u>Year</u> <u>Work</u> 2018 CD

2019

15398 Route 26, Cox Road to Nassau Street

Counties: Middlesex Municipalities: North Brunswick Twp

Sponsor: NJDOT MP: 1.64-2.54

Federal Resurfacing/Rehab project.

Year Work 2018 CD

2019

16339 Route 130, Bridge over Millstone River

Counties: Mercer Middlesex Municipalities: East Windsor Twp Cranbury Twp

Sponsor: NJDOT MP: 70.04

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

<u>Year</u> <u>Work</u> 2018 CD

2019

14355 Route 440, Route 95 to Kreil Avenue

Counties: Middlesex Municipalities: Edison Twp Woodbridge Twp Perth Amboy City

Sponsor: NJDOT MP: 0.05 - 4.0

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

Year Work 2018 CD

#### **Sponsor: LOCAL**

06316 Carteret Ferry Service Terminal

Counties: Middlesex Municipalities: Carteret Boro

Sponsor: Carteret Boro

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

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

The following special federal appropriation was allocated to this project: FY 2005 SAFETEA-LU, Section 2871 \$1,680,000 (ID# NJ 215), \$565,463 (ID# NJ038)

2008 Technical Corrections Act, received \$750,000 from NJ215 (DB 06316) to this NJ199 (DB 06344).

Year Work

2019

98541 South Amboy Intermodal Center

Counties: Middlesex Municipalities: South Amboy City

Sponsor: Middlesex County; South Amboy City

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

Year Work 2018 CD

2019

9324A Tremley Point Connector Road

Counties: Union Middlesex Municipalities: Linden City Carteret Boro

Sponsor: NJTA/Union County

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

Year Work 2018 LCD

2019

Middlesex County Page 15 of 31

#### **Monmouth County**

#### **Sponsor: NJDOT**

07350 Route 9, Bus Rapid Transit

Counties: Ocean Monmouth Municipalities: Lakewood Twp Howell Twp Freehold Twp Manalapan Tw

Sponsor: NJDOT MP: 103.0-122.46

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.

Year Work 2018 CD

2019

15402 Route 34, Route 35 & 70 to Route 195/138

Counties: Monmouth Municipalities: Wall Twp

Sponsor: NJDOT MP: 0.0-4.1

Federal Resurfacing/Rehab project. MP NB 0.0-4.1; SB 0.0-1.6, 2.6-2.7

Year Work 2018 CD

2019

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

Counties: Monmouth Municipalities: Wall Twp

Sponsor: NJDOT MP: 15.77-16.1

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

Year Work 2018 CD

2019

16349 Route 36, Bridge over Troutman's Creek

Counties: Monmouth Municipalities: Long Branch City

Sponsor: NJDOT MP: 5.36

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

Year Work 2018 CD

2019

15384 Route 36, Clifton Ave/James St to CR 520 (Rumson Rd)

Counties: Monmouth Municipalities: Long Branch City Monmouth Beach Boro Sea Bright Bor

Sponsor: NJDOT MP: 5.7-9.4

Federal Resurfacing/Rehab project.

Year Work 2018 CD

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

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

Sponsor: NJDOT MP: 27.9-58.53

Federal Resurfacing/Rehab project. MP 27.9-31.2, 38.45-50.58, 57.8-58.7

<u>Year</u> <u>Work</u> 2018 CD

2019

15449 Route 71, Bridge over NJ Transit (NJCL)

Counties: Monmouth Municipalities: Deal

Sponsor: NJDOT MP: 11.59

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.

Year Work 2018 CD

2019

16316 Route 71, Bridge over Shark River

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

Sponsor: NJDOT MP: 5.89

This study will examine replacing or rehabilitating the structurally deficient and functionally obsolete moveable bridge, built in 1932.

Year Work 2018 CD

2019

15401 Route 138, Garden State Parkway to Route 35

Counties: Monmouth Municipalities: Wall Twp

Sponsor: NJDOT MP: 0.37-3.52

Federal Resurfacing/Rehab project.

Year Work 2018 CD

2019

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

Counties: Monmouth Municipalities: Freehold Twp Freehold Boro Marlboro Twp Matawant Bo

Sponsor: NJDOT MP: 0.0-12.13

Federal Resurfacing/Rehab project.

Year Work 2018 CD

2019

16312 School House Road, Bridge over Route 35

Counties: Monmouth Municipalities: Brielle Boro

Sponsor: NJDOT MP: 15.48

BMS has identified thisi bridge for deck/superstructure replacement based on deck condition rating of 4 (poor).

Year Work 2018 CD

2019

Monmouth County Page 17 of 31

#### **Sponsor: LOCAL**

08379 Laurel Avenue NJ Transit Bridge Replacement

Counties: Monmouth Municipalities: Holmdel Twp

Sponsor: Holmdel Twp.

The purpose of this project is to provide for the replacement of the NJ Transit bridge (carrying New Jersey Coast Line) over Laurel Avenue.

The following special federal appropriation was allocated to this project. FY06 SAFETEA LU/HPP \$800,000. (ID # NJ -118)

Year Work 2018 LCD

2019

06314 Long Branch Ferry Terminal

Counties: Monmouth Municipalities: Long Branch City

Sponsor: NJ TRANSIT

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

Year Work 2018 LCD

2019

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

Counties: Monmouth Municipalities: Middletown Twp Rumson Boro

Sponsor: Monmouth County

Bridge S-31 carries CR 8A across the Navesink River between Middletown and Rumson. It is a primary access route to the densely populated areas north and south of the river. The structure is in poor condition and the major bridge components are deteriorating. The bridge is eligible for the National Register of Historic Places. Possible improvements such as rehabilitation or replacement of the structure will be studied.

Year Work 2018 LCD

2019

08329 Route 66, West of Jumping Brook Road to East of Wayside Avenue

Counties: Monmouth Municipalities: Neptune Twp

Sponsor: NJTPA MP: 0.9-2.6

This section of Rt. 66 experiences severe congestion during peak periods. Intersection improvements at Wayside Avenue and Asbury Avenue and a widening to add a center lane or a full lane in each direction is recommended for investigation.

Year Work 2018 LCD

#### **Morris County**

#### **Sponsor: NJDOT**

15441 Route 15 Corridor, Rockfall Mitigation

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

Sponsor: NJDOT MP: 3.0-19.53

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

Year Work 2018 CD

2019

14414 Route 15 SB, Bridge over Rockaway River

Counties: Morris Municipalities: Jefferson Twp

Sponsor: NJDOT MP: 4.2

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

<u>Year</u> <u>Work</u> 2018 CD

2019

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

Counties: Morris Municipalities: Dover Twp Rockaway Twp

Sponsor: NJDOT MP: 38.26-39.85

Some signalized intersections within the proposed project segment have had revisions implemented over the past few years, each signalized intersection has to be evaluated and, if required, revised in the proposed Road Diet design. The following work, to be included but not limited, is as follows: signalized intersections should have the appropriate number/type of traffic signal heads at the appropriate locations, each intersection should be ADA compliant, backplates with retro reflective borders should be added to the traffic signal heads, all 8" traffic signal heads should be changed to 12" and pedestrian signal heads should be countdowns.

Year Work 2018 CD

2019

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

Counties: Morris Municipalities: Denville Twp

Sponsor: NJDOT MP: 42.80 - 43.10

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

Year Work 2018 CD

2019

9/18/2017 Morris County Page 19 of 31

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

Counties: Morris Municipalities: Mount Arlington Boro

Sponsor: NJDOT MP: 30.61

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.

Year Work 2018 CD

2019

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

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

Sponsor: NJDOT MP: 37.0-42.0

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%.

Year Work 2018 CD

2019

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

Counties: Morris Somerset Municipalities: Bernards Twp Harding Twp Morristown Twp Morris Plain

Sponsor: NJDOT MP: 39.0-46.7

Federal Resurfacing/Rehab project.

<u>Year</u> <u>Work</u> 2018 CD

2019

16333 Scour Countermeasure Design and Installation

Counties: Sussex Morris Municipalities: Hardyston Twp Sandyston Twp Mt Olive Twp

Sponsor: NJDOT

Initiated by the Bridge Management System, this project will provide scour countermeasures on three bridges; NJ 23 over Branch Franklin Lake, US 206 over Big Flat Brook, and US 206 over Tributary to Drakes Brook.

Year Work 2018 CD

2019

#### **Sponsor: LOCAL**

N1604 CR 510 (Columbia Turnpike), Bridge over Black Brook

Counties: Morris Municipalities: Florham Park Boro

Sponsor: Morris County MP: 15.38

The functionally obsolete single span with concrete encased and painted rolled multiple steel stringers supported on reinforced concrete substructures was built in 1929 and widened in 1960. Has a SI&A of 34.7. Superstructure is rated as fair and Substructure is rated as satisfactory.

Year Work 2018 LCD

2019

Morris County Page 20 of 31 9/18/2017

N1804 Martin Luther King Avenue Bridge (No. 1400-118) over the Whippany River

Counties: Morris Municipalities: Morristown Town

Sponsor: Morris County MP: 0.13

The existing bridge built in 1900 is a three span closed spandrel stone arch which was widened in 1928 with a stone masonry arch and multiple steel stringers supported on masonry substructures. The structure is classified as structurally deficient and functionally obsolete. The superstructure is rated poor due to the deteriorated voided masonry arches and section loss of the steel stingers. The bridge has a sufficiency rating of 45.9.

Year Work 2018 LCD

2019

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

Counties: Morris Municipalities: Morris Twp Hanover Twp

Sponsor: Morris County MP: 2.09

Develop recommendations that would improve the traffic flow between the ramp and the intersection along with providing improvements to the operation of the intersection that could be investigated further. The Route 24 EB ramp merges with Columbia Turnpike WB approximately 650 feet east of the signalized intersection of Columbia Turnpike and Park Avenue. At this intersection there is a heavy AM left turn movement on the Columbia Turnpike WB approach that currently utilizes a double left-turn lane.

Year Work 2018 CD

2019

9/18/2017 Morris County Page 21 of 31

#### **Ocean County**

#### **Sponsor: NJDOT**

07350 Route 9, Bus Rapid Transit

Counties: Ocean Monmouth Municipalities: Lakewood Twp Howell Twp Freehold Twp Manalapan Tw

Sponsor: NJDOT MP: 103.0-122.46

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.

<u>Year</u> <u>Work</u> 2018 CD

2019

076C Route 9, Lakewood/Toms River, Congestion Relief

Counties: Ocean Municipalities: Lakewood Twp Toms River Twp

Sponsor: NJDOT MP: 94.8 - 101.7

Under existing conditions, this corridor consistently experiences high levels of congestion and crashes both weekdays and weekend. Growth continues in these two towns and the associated traffic will exacerbate these conditions over time. The 7.2 mile segment runs parallel to the Garden State Parkway (to the east) and provides an alternate route for north–south traffic in this area during incidents on the Garden State Parkway.

Year Work 2018 CD

2019

97080N Route 9, Mizzen Avenue and Washington Avenue, Intersection Improvements

Counties: Ocean Municipalities: Pine Beach Boro Berkeley Twp

Sponsor: NJDOT MP: 89.41 - 89.44

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.

Year Work 2018 CD

2019

15432 Route 9, Washington Avenue to Beachwood Boulevard

Counties: Ocean Municipalities: Beachwood Boro

Sponsor: NJDOT MP: 89.3-90

Problem statement submitted by Ocean County for congestion, safety, and operational deficiencies along Route 9.

<u>Year</u> <u>Work</u> 2018 CD

2019

15389 Route 35, Osborne Avenue to Manasquan River

Counties: Ocean Municipalities: Point Pleasant Beach Boro

Sponsor: NJDOT MP: 12.48-14.52

Reconstruction and Drainage Project

<u>Year</u> <u>Work</u> 2018 CD

2019

Ocean County Page 22 of 31 9/18/2017

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

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

Sponsor: NJDOT MP: 27.9-58.53

Federal Resurfacing/Rehab project. MP 27.9-31.2, 38.45-50.58, 57.8-58.7

<u>Year</u> <u>Work</u> 2018 CD

2019

#### **Sponsor: LOCAL**

N1805 Chadwick Beach Island Bridge (No. 1507-007) over Barnegat Bay

Counties: Ocean Municipalities: Toms River Twp

Sponsor: Ocean County

The existing structure is a timber bridge with a timber substructure (load bearing piles and timber bulkhead) that date back to the 1950s. The original superstructure (timber deck boards, pile caps, and railings) were replaced in 1985. The geometry of the bridge itself does not meet today's standards as it's curb-to-curb width is only 24'. The bridge has a sufficiency rating of 51.8.

Year Work 2018 LCD

2019

N1405 Garden State Parkway Interchange 83 Improvements

Counties: Ocean Municipalities: Toms River Twp

Sponsor: Ocean County MP: CR 571: 6.05-6.10 & GSP: 84.40-84.80

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.

<u>Year</u> <u>Work</u> 2018 LCD

2019

9/18/2017 Ocean County Page 23 of 31

#### **Passaic County**

#### **Sponsor: NJDOT**

16324 Route 23 Rockfall Mitigation, West Milford Township

Counties: Passaic Municipalities: West Milford Twp

Sponsor: NJDOT MP: 17.0-22.0

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

<u>Year</u> <u>Work</u> 2018 CD

2019

16308 Taft Avenue, Pedestrian Bridge over Route 80

Counties: Passaic Municipalities: Woodlawn Park Boro

Sponsor: NJDOT MP: 56.84-56.84

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

<u>Year</u> <u>Work</u> 2018 CD

2019

#### **Sponsor: LOCAL**

N1806 Main Avenue Corridor Improvements

Counties: Passaic Municipalities: Passaic City

Sponsor: Passaic County MP: 2.29-3.0

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

Year Work 2018 LCD

2019

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

Counties: Passaic Municipalities: Paterson City Prospect Park Boro Hawthorne Boro

Sponsor: Passaic County MP: 0.45

The structure is functionally obsolete and has a SI&A of 57.1. Over the course of 3 years 25 accidents have occurred near the intersection. 2 11'-10" travel lanes with no shoulders and one sidewalk of 4.9'. Curb width is 23'-8". Four span continuous steel Acrow panel trusses on stone masonry piers and abutments, with open grid steel deck built in 1900 and reconstructed in 1987.

Year Work 2018 LCD

2019

Passaic County Page 24 of 31 9/18/2017

### **Somerset County**

#### **Sponsor: NJDOT**

15322 Delaware & Raritan Canal Bridges

Counties: Mercer Hunterdon Middlesex Somerset Municipalities: Various

Sponsor: NJDOT

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; 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 provided 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.

Year Work 2018 CD

2019

13318 Route 28, Rt 287 to Tea Street

Counties: Somerset Municipalities: Bound Brook Boro

Sponsor: NJDOT MP: 6.73 - 6.86

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.

Year Work 2018 CD

2019

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

Counties: Morris Somerset Municipalities: Bernards Twp Harding Twp Morristown Twp Morris Plain

Sponsor: NJDOT MP: 39.0-46.7

Federal Resurfacing/Rehab project.

Year Work
2018 CD

2019

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

Counties: Somerset Municipalities: Branchburg Twp

Sponsor: NJDOT MP: 20.40

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

<u>Year</u> <u>Work</u> 2018 CD

#### Route 202/206 and Route 22 Interchange, North Thompson Street to Commons Way, Operational

and Safety Improvements

Counties: Somerset Municipalities: Somerville Boro Raritan Boro Sponsor: NJDOT MP: Rt. 202/206: 24.14-25.50; Rt. 22: 33.88

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

Year Work 2018 CD

2019

#### **Sponsor: LOCAL**

N1607 CR 512 (Valley Road), Bridge over Passaic River

Counties: Somerset Municipalities: Bernards Twp Long Hill Twp

Sponsor: Somerset County MP: 21.22

Three-span, simply supported concrete encased steel stringers with concrete beck on reinforced concrete abutments and piers. The bridge has an SI&A of 45.0. The substructure is in poor condition due to severe scaling and efflorescence on the breast walls, bridge seats and wing walls for both abutments. Curb width of 33.3', 5'-6" sidewalks on both sides.

Year Work 2018 LCD

2019

N1807 Picket Place, CR 567 Bridge (C0609) over South Branch of Raritan River

Counties: Somerset Municipalities: Branchburg Twp Hillsborough Twp

Sponsor: Somerset County MP: 1.40

The existing bridge built in 1979 is a 4 span, simply supported prestressed concrete cast-in-place. Both Substructure is in poor condition due to large spalls with exposed rusted reinforced steel. Superstructure exhibits spalls at the ends of all restreesed concrete beams. The bridge has a sufficiency rating of 50.5.

Year Work 2018 LCD

2019

#### 03318 Route 22, Sustainable Corridor Long-term Improvements

Counties: Somerset Municipalities: Bridgewater Twp

Sponsor: Somerset County MP: 33.88 - 37.14

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

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

Year Work 2018 LCD

2019

Somerset County Page 26 of 31 9/18/2017

## **Sussex County**

#### **Sponsor: NJDOT**

15441 Route 15 Corridor, Rockfall Mitigation

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

Sponsor: NJDOT MP: 3.0-19.53

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

Year Work 2018 CD

2019

16325 Route 23 and Route 94 Rockfall Mitigation, Hardyston Township

Counties: Sussex Municipalities: Hardyston Twp

Sponsor: NJDOT MP: Rt 23: 36.0-36.2; Rt 92: 34.5-34.6

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

Year Work 2018 CD

2019

16326 Route 206 Rockfall Mitigation, Andover Township

Counties: Sussex Municipalities: Andover Twp

Sponsor: NJDOT MP: 105.5-108.0

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

<u>Year</u> <u>Work</u> 2018 CD

2019

16337 Route 206, Bridge over Dry Brook

Counties: Sussex Municipalities: Branchville Boro

Sponsor: NJDOT MP: 116.31

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

Year Work 2018 CD

2019

16333 Scour Countermeasure Design and Installation

Counties: Sussex Morris Municipalities: Hardyston Twp Sandyston Twp Mt Olive Twp

Sponsor: NJDOT

Initiated by the Bridge Management System, this project will provide scour countermeasures on three bridges; NJ 23 over Branch Franklin Lake, US 206 over Big Flat Brook, and US 206 over Tributary to Drakes Brook.

Year Work 2018 CD

2019

## **Union County**

### **Sponsor: NJDOT**

17339 Kapkowski Road - North Avenue East Improvement Project

Counties: Union Municipalities: Elizabeth City

Sponsor: NJDOT

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.

Year Work

2019

12311 Route 1&9, Avenue C to Sylvan Street

Counties: Union Municipalities: Linden City

Sponsor: NJDOT MP: 40.01-40.07

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.

<u>Year</u> <u>Work</u> 2018 CD 2019 CD

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

Counties: Union Municipalities: Elizabeth City Union Twp Hillside Twp

Sponsor: NJDOT MP: 2.0-3.95

Federal Resurfacing/Rehab project.

Year Work 2018 CD

2019

## Sponsor: LOCAL

N1409 South Front Street Bridge over the Elizabeth River

Counties: Union Municipalities: Elizabeth City

Sponsor: Union County MP: 0.75

This study will look at alternatives of an existing movable bridge which is currently closed to traffic.

Year Work 2018 LCD

2019

Union County Page 28 of 31 9/18/2017

9324A Tremley Point Connector Road

Counties: Union Middlesex Municipalities: Linden City Carteret Boro

Sponsor: NJTA/Union County

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

Year Work 2018 LCD

2019

9/18/2017 Union County Page 29 of 31

## **Warren County**

## **Sponsor: NJDOT**

11369 Route 22, Bates Avenue to Route 57

Counties: Warren Municipalities: Phillipsburg Town Lopatcong Twp

Sponsor: NJDOT MP: 1.1 - 2.1

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.

<u>Year</u> <u>Work</u> 2018 CD

2019

15442 Route 22, Rockfall Mitigation, Phillipsburg

Counties: Warren Municipalities: Phillipsburg Town

Sponsor: NJDOT MP: 0.2-0.6

This section consists of 2 main cut slopes, one of which is located adjacent to the DRJTBC Easton-Philipsburg 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.

Year Work 2018 CD

2019

16347 Route 46, Bridge over Paulins Kill

Counties: Warren Municipalities: Knowlton Twp

Sponsor: NJDOT MP: 0.74

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

Year Work 2018 CD

2019

11340A Route 46, Route 80 to Walnut Road

Counties: Warren Municipalities: Knowlton Twp

Sponsor: NJDOT MP: 0-1.4

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

Year Work 2018 CD

2019

16345 Route 57, Bridge over Branch Lopatcong Creek

Counties: Warren Municipalities: Lopatcong Twp

Sponsor: NJDOT MP: 1.91

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

<u>Year</u> <u>Work</u> 2018 CD

2019

Warren County Page 30 of 31 9/18/2017

15447 Route 57, Bridge over Shabbacong Creek

Counties: Warren Municipalities: Washington Boro

Sponsor: NJDOt MP: 11.120

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

Year Work 2018 CD

2019

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# FY 2018 Study and Development NJ TRANSIT

TN08004 Bus Rapid Transit Planning and Development

Counties: Various Municipalities: Various

Sponsor: NJ Transit

NJT has several active planning projects to address improvements to bus corridors in the state, up to and including traditional Bus Rapid Transit (BRT) concepts. Bus study work anticipated for FY18 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.

Year Work

2018 Ongoing Program

TN10002 Central New Jersey Route 1 Bus Rapid Transit

Counties: Middlesex Municipalities: Various

Sponsor: NJ Transit

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.

Year Work

2018 Continue Project Work

TN08006 County Human Services Transportation (CHST) Coordination Projects Development – Interactive Provider Database and Management Information System

Counties: Various Municipalities: Various

Sponsor: NJ Transit

This is a continuing project planning area that is needed to advance and support the new directions in coordinating the activities of human services transportation services that are governed by the federal requirements for a Coordinated Human Services Transportation Plan (CHSTP) with general public transportation. This includes promoting the use of funding sources including the NJ Job Access and Reverse Commute (NJ-JARC) and the FTA Section 5310 Enhanced Services for Senior Citizens and Individuals with 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 (NJCAM) 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.

Year Work

2018 Continue Project Work

TN08001 Greater Newark Area Bus System Study

Counties: Various Municipalities: Various

Sponsor: NJ Transit

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).

Year Work

2018 Continue Project Work

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TN05009 Market Research and Forecasting

Counties: Various Municipalities: Various

Sponsor: NJ Transit

NJ TRANSIT pursues research and demand forecasting analyses to support project development, FTA Title VI analysis, contingency planning and operations, and also to track customer satisfaction. NJ TRANSIT has developed surveys to fill in the gaps not covered by work in the past, to support its forecasting efforts, project specific analysis, and also to support work for the update of the NJTPA model. Such efforts may include bus, rail and light rail surveys, and travel surveys in support of BRT studies, new transit services, and other initiatives. These surveys will also be used to support NJ TRANSIT demand forecasting updates.

Year Work

2018 Ongoing Program

TN05011 New Start/Concept Development

Counties: Various Municipalities: Various

Sponsor: NJ Transit

NJ TRANSIT staff are called upon to initiate system planning level work for potential new starts that are state funded or prior to the availability of federal funding.

Year Work

2018 As Required

TN12001 Route 9 Bus Enhancements

Counties: Middlesex Municipalities: Various

Sponsor: NJT/NJDOT

This program includes a series of projects to improve bus service and parking facilities on the Route 9 Corridor from Middlesex County south into Ocean County. NJ TRANSIT, in concert with NJDOT and NJTPA is currently advancing planning and design work for transit signal priority at key intersections in the corridor, as well as improvements to the northbound ramp connecting Route 9 to the Garden State Parkway which aims to reduce congestion and bus travel times.

Year Work

2018 Continue Project Work

TN05008 Station and Parking Planning

Counties: Various Municipalities: Various

Sponsor: NJ Transit

NJ TRANSIT maintains an ongoing program focused on station improvement planning, planning for accessibility, transit-friendly land use, and improvements to station access, including shuttle services, bicycles, pedestrians and park/ride development, covering bus, rail and multi-modal facilities. Project work will focus on prioritizing improvements to station infrastructure, working with communities to support transit friendly land-use, and addressing capacity needs for stations and parking.

Year Work

2018 Ongoing Program

TN05010 System-wide Transit Capacity and Infrastructure Planning

Counties: Various Municipalities: Various

Sponsor: NJ Transit

After several decades of transit improvements since the formation of NJ TRANSIT, the infrastructure inherited from the private bus and rail carriers is now nearing the limits of its capacity. Following WWII through the mid-1980's the mileage of railroad track in NJ was reduced by 50%. Some of the capacity that was lost is projected to be needed in the future plus some rail services have changed to accommodate changing market needs. To accommodate future growth, NJ TRANSIT assesses capacity enhancements for the rail, bus and light rail networks.

Year Work

2018 Ongoing Program

NJ TRANSIT Page 33 6/29/2017

TN16001 Trans-Hudson Planning & Coordination

Counties: Hudson Municipalities: Various

Sponsor: NJ TRANSIT

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 participated on the NEC Future Planning & Tier I EIS and is advancing an EIS for the Hudson Tunnel project. NJ TRANSIT is involved with Amtrak on its evolving plans for preserving current NEC capacity and increasing it in the future. NJ TRANSIT will also continue to coordinate with the Port Authority of NY & NJ in its efforts to both address the future of the Port Authority Bus Terminal and address future trans-Hudson capacity for those services they are most involved with: bus, PATH and ferries.

Year Work

2018 Planning

#### TN08005 Transit Friendly Planning, Land Use & Development Program

Counties: Various Municipalities: Various

Sponsor: NJ Transit

NJ TRANSIT's Transit Friendly Planning, Land Use and Development (TPFLUD) program is a national model of commitment by a transit agency to assist in facilitating transit-supportive development in partnership with local stakeholders. The 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. NJ TRANSIT will continue to support the work of the Together North Jersey consortium to identify sustainable, equitable TOD improvements in the region.

Year Work

2018 Ongoing Program

TN05007 Union County Rapid Transit System

Counties: Union Municipalities: Various

Sponsor: NJ Transit

The Union County Transitway is a proposed BRT corridor utilizing a dedicated right-of-way converted from a former rail route, extending from Roselle/Roselle Park to Elizabeth, linking the east-west-oriented Raritan Valley corridor with the north-south-oriented Northeast Corridor and Newark Liberty International Airport. The proposed system would utilize modern BRT buses or articulated tram buses with flexibility to operate on the dedicated right-of-way as well as on the local road network. It isi envisioned that the system will connect to Newark Airport on ut eastern end, Plainfield on the western end and also possibly extending the reach of transit to other areas in proximity to the corridor.

Year Work

2018 Continue Project Work

#### TN05003 West Trenton Line Initiative

Counties: Somerset Municipalities: Various

Sponsor: NJ Transit

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. Completion of this work is expected early in FY2018.

Year Work

2018 Continue Project Work

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# **Appendix D:**

Memorandum of
Understanding (MOU) —
Statewide Procedures for the
TIP/STIP Revisions among
DVRPC, NJTPA, SJTPO,
NJ TRANSIT Corp., and
NJDOT
And
The MOU for Funds Transfer

## MEMORANDUM OF UNDERSTANDING

## Statewide Procedures for TIP/STIP Revisions

## **Among the**

Delaware Valley Regional Planning Commission,
North Jersey Transportation Planning Authority,
South Jersey Transportation
Planning Organization,
New Jersey Transit Corporation,
and New Jersey Department of Transportation

#### **PURPOSE**

This Memorandum of Understanding (MOU) establishes a set of procedures to be used for processing and implementing revisions to the Regional Transportation Improvement Program (TIP) of each of the three Metropolitan Planning Organizations (MPOs), as well as the New Jersey Statewide Transportation Improvement Program (STIP). The three MPOs responsible for TIP revisions are the Delaware Valley Regional Planning Commission (DVRPC), the North Jersey Transportation Planning Authority (NJTPA), and the South Jersey Transportation Planning Organization (SJTPO). The two state agencies responsible for STIP revisions are the New Jersey Department of Transportation (NJDOT) and the New Jersey Transit Corporation (NJ TRANSIT).

This MOU represents the parties' entire understanding and agreement with respect to TIP/STIP revisions and supersedes all prior agreements between and among any of the parties with respect to such revisions.

#### **DEFINITIONS**

For the purposes of this MOU the following meanings will apply:

Advance Construction – A technique which allows a State to initiate a project using non-federal funds while preserving eligibility for future federal-aid funds. Eligibility means that the Federal Highway Administration (FHWA) has determined that the project technically qualifies for federal-aid; however, no present or future federal funds are committed to the project. After an Advance Construction project is authorized, the State may convert the project to regular federal-aid funding provided federal funds are made available for the project.

<u>e-STIP</u>¹ – A transaction tool to enhance the development and management of the TIP/STIP through Internet-based submission, processing and approval of amendments and modifications to the TIP/STIP. e-STIP reports financial information, tracks and archives amendment and modification actions and promotes interagency collaboration. It supports policy makers in making better informed decisions and promotes electronic Government services.

<u>Fiscal Constraint</u> – A demonstration of sufficient funds (federal, state, local or private) to implement proposed transportation system improvements, as well as to operate and maintain the entire system, through the comparison of revenues and costs.

<u>Flexing Funds</u> – The transfer of federal funds between the federal highway and transit programs (i.e., from Title 23 of the highway program to transit projects and from Title 49 of the transit program to highway projects) pursuant to the provisions of the Intermodal

¹ Note, for TIP/STIP actions that amend or modify "Unobligated Prior Year Balance", these TIP/STIP actions may advance provided that the affected parties are notified in writing until such time that e-STIP is capable of processing such actions in a manner acceptable to FTA Region 2.

Surface Transportation Efficiency Act of 1991 (ISTEA) and subsequent Transportation Equity Act for the 21st Century (TEA-21).

Interagency Consultation Group (ICG) – A group of stakeholders consisting of state and federal agency representatives empowered to guide the transportation conformity process, review and approve the conformity demonstration's assumptions and methodology, and fulfill the federal requirement for interagency consultation. Included are members from the United States Department of Transportation—including both the FHWA and the Federal Transit Administration (FTA)—the United States Environmental Protection Agency (USEPA), the New Jersey Department of Environmental Protection, the NJDOT, NJ TRANSIT, and an MPO. This group works cooperatively to insure the MPO's conformity demonstrations and processes are following federal guidance and meeting federal requirements.

Memorandum of Understanding (MOU) – An official agreement among the MPOs, the NJDOT, and NJ TRANSIT establishing the principles that will govern how revisions to the TIP/STIP are processed and implemented.

Metropolitan Planning Organization (MPO) — A federally mandated and federally funded transportation policy-making organization that is made up of representatives from local government and governmental transportation authorities. MPOs plan all federally funded transportation investments and serve as a forum for local officials, public transportation providers, and state agency representatives to cooperatively plan to meet a region's current and future needs.

<u>Program Line Item</u> – A commitment of funds to an item identified in the TIP/STIP with a specific scope of work but not a precise geographic location, the effort of which will improve the transportation system.

<u>Project</u> – A commitment of funds to an item identified in the TIP/STIP with a specific scope of work at a precise geographic location, the effort of which will improve the transportation system.

<u>Project Sponsor</u> – The lead agency with primary responsibility for implementing a project, typically the NJDOT or NJ TRANSIT, but may also include an MPO, a county or city government, or an independent authority.

<u>Regional Transportation Plan</u> – A federally mandated long-range transportation plan prepared by an MPO for its region.

<u>Statewide Transportation Improvement Program (STIP)</u> – A staged, multi-year, statewide, intermodal program of transportation projects, consistent with the statewide transportation plan and planning processes as well as metropolitan plans, TIPs, and processes.

Sub-region – The jurisdictions that comprise an MPO.

<u>Transportation Improvement Program (TIP)</u> – A document prepared by an MPO that lists projects that are drawn from the Regional Transportation Plan and are to be funded with FHWA/FTA funds for a multi-year period, as well as all regionally significant projects regardless of funding source.

<u>Unobligated Prior Year Balance</u> – The portion of the funds authorized by a federal agency that has not been obligated by the grantee and is determined by deducting the cumulative obligations from the cumulative funds authorized.

#### **AGREEMENT**

In adopting a TIP, the parties to this MOU (DVRPC, NJTPA, SJTPO, the NJDOT, and NJ TRANSIT) agree to a shared set of capital investments that implement each of the MPO's Regional Transportation Plans. After approval of the TIPs by the MPOs and the Governor of the State of New Jersey or the New Jersey Commissioner of Transportation, if so designated, each of the three TIPs for New Jersey is consolidated without revision into the New Jersey STIP, pursuant to 23 U.S.C. § 135 (Statewide Transportation Planning). The New Jersey STIP is submitted to the FHWA and the FTA for joint approval. The approved STIP serves as the reference document required under federal regulations (23 CFR § 450.216) for use by the FHWA and the FTA in approving the expenditure of federal funds for transportation projects in New Jersey.

The Federal Statewide and Metropolitan Planning regulations contained in 23 CFR Part 450 govern the development of individual MPO TIPs, the STIP, and the process for revisions of these documents. 23 CFR § 450.326 permits the use of expedited procedures to revise the TIP/STIP, as agreed to by the cooperating parties consistent with federal regulations for TIP/STIP development and approval. This MOU shall in its entirety constitute such agreement.

The parties agree to demonstrate Fiscal Constraint for all amendments and modifications to a TIP/STIP pursuant to 23 CFR Part 450 and 49 CFR Part 613 and to identify all projects involved in such revisions on a Fiscal Constraint chart to be developed by each party. The parties agree to provide the information via e-STIP. These confines apply to statewide projects and Program Line Items as well as regional and local projects.

#### A. AMENDMENTS

The parties agree that a TIP/STIP amendment shall be required under the following circumstances. There are two classes of amendments:

#### 1. Major Amendment

Any TIP/STIP action which affects air quality conformity and would require a new regional conformity determination is a Major Amendment. This type of amendment requires the approval of the FHWA and the FTA. The MPO, in consultation with the ICG as necessary, will determine if the change to or addition of a project would:

- a) Add a new project that is non-exempt from conformity analysis as per the Transportation Conformity Rule (40 CFR §§ 93.126 and 93.127) (unless it is deemed "Not Regionally Significant (NRS)" or can be subject to a project level analysis that would not change the conformity finding);
- b) Change the project scope so that it becomes non-exempt from conformity analysis as per the Transportation Conformity Rule (40 CFR §§ 93.126 and 93.127); or
- c) Change the project completion date such that it would change the conformity analysis year.

If the MPO determines that any of these conditions exists, then the change qualifies as a Major Amendment. If none of these conditions exists then the change qualifies as either a Minor Amendment or Modification.

#### 2. Minor Amendment

Any TIP/STIP amendment which does not affect air quality conformity and does not require a new regional conformity determination may be a Minor Amendment or Modification. A Minor Amendment, like a Major Amendment, requires the approval of the FHWA and the FTA. The parties agree that, provided the TIP/STIP action is not a Major Amendment, it is a Minor Amendment under any of the following circumstances:

- a) When there is an addition of a new project or program into the TIP/STIP that uses federal funds or unobligated prior year balances;
- b) When there is a deletion of a project or program from the TIP/STIP that uses federal funds in its entirety from the TIP/STIP;
- When there is an addition of a development phase to a project that results in moving all major phases of work (e.g., Construction and Right-of-Way for the NJDOT) out of the TIP/STIP;

- d) When there is a funding source change for a project in the TIP/STIP from the use of non-federal funds to the use of federal funds;
- e) When there is a swap of FHWA or FTA funds in exchange for a commensurate amount of non-federal funding between the NJDOT and NJ TRANSIT; or
- f) When any phase of work of a project has a cost increase of more than \$15,000,000.

If none of these conditions exist, and the action does not affect conformity, then the change qualifies as a Modification and section B applies.

#### 3. Procedures

Whenever any circumstance requiring a Major or Minor Amendment occurs, the Project Sponsor shall give the MPO (whose TIP the revision affects) sufficient notice (as defined by the MPO) to acquire the necessary technical and policy level approvals. The Project Sponsor shall provide documentation with a clear explanation justifying the amendment. The Project Sponsor shall also provide the necessary project data required for the TIP/STIP listing including the funding source(s), how Fiscal Constraint shall be maintained, and sufficient descriptive information for a conformity and/or congestion management process (CMP) determination, if required.

The MPO, in consultation with the ICG, shall determine if the proposed amendment requires a new TIP/State Implementation Plan (SIP) conformity determination. If the project is exempt under the USEPA Air Quality Conformity Rule (40 CFR Parts 51 and 93), no such determination by the MPO shall be required and this MOU's procedures pertaining to Minor Amendments shall apply. If the project is not exempt, the MPO shall determine through consultation with the ICG whether a new TIP/SIP air quality conformity determination will be required and request that the ICG determine whether a project is NRS. The Project Sponsor shall provide information on the project design and scope to enable the MPO to code the travel networks for the regional emissions analysis. Upon receipt of the project design and scope information, the MPO shall conduct the regional emissions analysis.

For amendments requiring a new MPO conformity determination, the NJDOT shall forward the conformity determination for its projects to the FHWA and the FTA and apply for a joint conformity finding to be made by the FHWA and the FTA after consultation with the USEPA. Following FHWA/FTA approval, the NJDOT will notify the MPO of the approval. NJ TRANSIT shall follow the same procedures for its projects and programs.

Amendments to the TIP/STIP require public review according to their classification as Major or Minor. Major Amendments must have a 30-day public comment period as

delineated by the MPO. Minor Amendments must comply with the MPO public policy document but do not require a 30-day review period.

Following amendment approval by the MPO Board, the MPO shall forward to the NJDOT or NJ TRANSIT via e-STIP a completed package containing the following documents: (a) a document acknowledging Board approval, requesting approval from the FHWA or the FTA for the amendment and providing assurance of all necessary compliance (i.e., adherence to public participation, congestion management, conformity and Fiscal Constraint requirements); (b) the TIP Modification Request Form (which states the type of project change, the action taken and the reason for the action); and (c) the revised TIP/STIP page(s). Upon receipt of this approval package from the MPO the NJDOT shall submit the STIP amendment via e-STIP to the FHWA for review and approval. NJ TRANSIT shall submit the STIP amendment via e-STIP to the FTA for review and approval.

#### B. MODIFICATIONS

The parties agree that all changes to the TIP/STIP that are not amendments as described above shall be considered modifications (of which there are three classes as defined below).

## 1. Modifications Not Requiring Further MPO Action Beyond This MOU (Informational Modifications)

The parties agree that changes to the TIP/STIP under the following circumstances do not require further MPO action and are referred to as Informational Modifications:

- a) When the cost of a Concept Development or Preliminary Engineering phase of work of a project increases by an amount less than or equal to \$500,000.
- b) When the cost of a Final Design, Right-of-Way, or Utility phase of work of a project increases by an amount less than or equal to \$1,000,000.
- c) When the cost of a Construction phase of work of a project increases by an amount less than or equal to \$5,000,000.
- d) When the cost of a Program Line Item increases by an amount less than or equal to \$5,000,000.
- e) When there is additional cost for incidental right-of-way. Incidental right-of-way is the purchase of real property or a property interest (e.g., an easement) for an amount less than or equal to \$250,000 that shall not involve the taking of residential or business structure(s) or environmentally sensitive property. The parties agree that if a project is listed in an approved TIP/STIP for a Final Design or Construction phase of work and an incidental right-of-way need is discovered

during the Final Design phase, the right-of-way purchase may be authorized and funded as part of the Final Design or Construction phase of work of the project without modifying the TIP/STIP.

- f) When either the NJDOT or NJ TRANSIT deems it appropriate to shift funding between interchangeable federal funding sources, to change the federal or state funding mix of a project and/or to introduce state funds to a project
- g) When the NJDOT and NJ TRANSIT modify and use statewide Program Line Item funds throughout the State. Both agencies shall list these items, broken out by MPO, wherever appropriate. The amount of funds authorized within each program by the MPO(s) shall be included in a written notice submitted to the MPO(s) and in the updated e-STIP report available to the MPO(s).
- h) When the Project Sponsor can apply federal Advance Construction procedures to a project in the TIP/STIP, provided the federal funding is shown for the project in the TIP/STIP.
- i) When correcting technical information (including non-material changes to any text of the TIP/STIP, typographical errors, misspellings, and coding corrections).

## 2. Modifications That May Be Approved by Administrative Action (Administrative Modifications)

The parties agree that, under the following circumstances, changes to the TIP/STIP may be handled by the Executive Director of the MPO as Administrative Modifications. In each case, the Executive Director of the MPO upon consultation with the affected sub-regions may approve the action administratively.

- a) When the cost of a Concept Development or Preliminary Engineering phase of work of a project increases by an amount more than \$500,000 but less than or equal to \$1,000,000.
- b) When the cost of a Final Design, Right-of-Way, or Utility phase of work of a project increases by an amount more than \$1,000,000 but less than or equal to \$4,000,000.
- c) When the cost of a Construction phase of work of a project increases by an amount more than \$5,000,000 but less than or equal to \$7,500,000.
- d) When the cost of a Program Line Item increases by an amount more than \$5,000,000 but less than or equal to \$10,000,000.
- e) When a phase of work of a project is moved among the constrained years of the TIP/STIP.

- f) When a major phase of work is added to or deleted from the current year of the TIP/STIP and the overall project schedule is not adversely affected (i.e., the Construction phase of work of a project is not delayed).
- g) When the Project Sponsor chooses to apply federal Advance Construction procedures to a project listed in the current year of the TIP/STIP for which federal funding has not been provided in any future year.
- h) When changing a federally funded, NRS project to non-federal funding.
- i) When the project experiences an excessive bid overrun subject to a 30-day acceptance by the NJDOT. An excessive bid overrun occurs when the following conditions are met:
  - 1) When the scope of the project has not expanded from that anticipated in the TIP/STIP;
  - 2) When the final estimated cost in the Plans, Specification and Estimate (PS&E) package agrees with the TIP/STIP programmed amount or is within the threshold permitted for a Construction phase of work by administrative action, as per section B.2.(c); and
  - 3) When the NJDOT has received written concurrence from the FHWA that the bid would otherwise be acceptable.
- j) When federal unobligated prior year balances are added to a federally-funded project or program.
- k) When other modifications, not defined in this sub-section, are identified as an administrative action.
- I) When the Executive Director of the MPO determines that administrative action is appropriate.

### 3. Modifications Requiring Committee Action (Committee Modifications)

The parties agree that the following circumstances require action by the MPO at the Committee level. Additionally the Executive Director of the MPO can determine at any time that Board action is necessary.

- a) When the cost of a Concept Development or Preliminary Engineering phase of work of a project increases by more than \$1,000,000.
- b) When the cost of a Final Design, Right-of-Way, or Utility phase of work of a project increases by more than \$4,000,000.
- c) When the cost of a Construction phase of work of a project increases by more than \$7,500,000 but not more than \$15,000,000.

- d) When the cost of a Program Line Item increases by more than \$10,000,000.
- e) When breaking out a new Project from the MPO's Local CMAQ Initiatives Line Item. The act of flexing those CMAQ funds to FTA for breakout Projects from the Local CMAQ Initiatives Line Item and listing them in the transit program does not require processing of an additional Project action.
- f) When the Executive Director of the MPO determines that Committee action is appropriate.

#### 4. Procedures

TIP/STIP modifications shall be processed via e-STIP with a completed package containing the following documents: (a) a document acknowledging Board approval, requesting approval from the FHWA or the FTA for the amendment and providing assurance of all necessary compliance (i.e., adherence to public participation, congestion management, conformity and Fiscal Constraint requirements); (b) the TIP Modification Request Form (which states the type of project change, the action taken and the reason for the action); and (c) the revised TIP/STIP page(s). Upon receipt of this approval package from the MPO the NJDOT shall submit the STIP amendment via e-STIP to the FHWA for concurrence. NJ TRANSIT shall submit the STIP amendment via e-STIP to the FTA for concurrence.

#### C. FISCAL CONSTRAINT BANK

The federal statewide and metropolitan planning rules (23 CFR Part 450 and 49 CFR Part 613) stipulate that each year of the TIP/STIP must be fiscally constrained to available resources. The parties agree to manage the demonstration of Fiscal Constraint for amendments and modifications through the establishment of a "Fiscal Constraint Bank" for each MPO and NJ TRANSIT, plus four Fiscal Constraint Banks for NJDOT (one for statewide projects and programs and one for each of the three MPO regions). Fiscal Constraint for amendments and modifications may be demonstrated by using available balances in a Fiscal Constraint Bank.

#### 1. Addition of Funds

Funds may be added to a Fiscal Constraint Bank for a given year through any of the following means:

- a) De-obligation of funds from projects that were authorized under prior TIP/STIPs.
- b) Excess funds available from low bids or awards on current projects.
- c) Deletions of projects from the current four-year TIP/STIP.

- d) Modification to the current constrained TIP/STIP which results in a net decrease to the cost of project(s) in a given year.
- e) Modification to the current constrained TIP/STIP which moves a phase of work of a project from that year to another year in the constrained TIP/STIP or to a year beyond the current constrained TIP/STIP period.
- f) Additional appropriations.

In addition, federal obligation authority may be transferred from one Fiscal Constraint Bank to another Fiscal Constraint Bank at the transferring party's discretion and only when such obligation authority is available and necessary for the receiving party's projects.

#### 2. Procedures

The NJDOT shall provide to the MPOs, via e-STIP and other formats as needed to provide sufficient information for MPO purposes, reports listing programmed projects by fund source and MPO region that have not been obligated during the current federal fiscal year. MPO action (as per section A., B.2., or B.3.) may be required for such projects for which it is determined funds will not be obligated in the current federal fiscal year. The unobligated funds may be used for subsequent amendments or modifications to address Fiscal Constraint within the MPO.

The parties agree that in accounting for Fiscal Constraint when making TIP/STIP amendments (as per section A.) or modifications (as per section B.2. or B.3.), the net result for the first fiscal year must be that the Fiscal Constraint Bank has a zero or positive balance and that the net result for the constrained TIP/STIP period must also be a zero or positive balance. This will allow for temporary imbalances in the second, third, and fourth years, but will still maintain the overall Fiscal Constraint of the TIP/STIP.

If there are no outstanding balances in the Fiscal Constraint Bank, the parties shall demonstrate Fiscal Constraint for each amendment and modification. Fiscal Constraint by year shall be demonstrated by the parties through such other amendments and/or modifications as may be necessary.

The parties agree that the NJDOT shall apply these same procedures to the statewide program Fiscal Constraint Bank. NJ TRANSIT shall apply similar procedures to its Fiscal Constraint Bank.

#### D. PUBLIC PARTICIPATION

The MPO shall follow its adopted public participation procedures for amendments, modifications and conformity determinations to provide the appropriate level of public involvement prior to the MPO Committee or Board taking action. The parties agree that the MPO public participation procedures shall also serve as the public participation procedures for the STIP. The NJDOT shall provide access to public participation by linking to the MPO's website sites via e-STIP. The MPO shall state in notices to the public that comments received on the proposed action to the TIP are comments on the same action to the STIP.

#### E. PROJECT REPORTING

The NJDOT and NJ TRANSIT agree to provide information on the TIP/STIP and project status to the MPOs. The NJDOT maintains a Project Reporting System (PRS). Project-specific information from the PRS including schedule dates, authorization dates, project costs, and pertinent issues are available to the MPOs on-line. It will be the NJDOT's responsibility to keep the information in the PRS current. It will be the responsibility of the MPOs to reformat the data into reports they deem usable.

The NJDOT Division of Capital Program Management will be the clearinghouse for additional information related to MPO project inquiries. The NJDOT shall respond to all MPO inquiries within seven (7) business days. The NJDOT Office of Community Relations will be the clearinghouse for project inquiries from local elected officials.

NJ TRANSIT is required to submit Progress Reports to the FTA on a quarterly basis. These reports will continue to be shared with the MPOs in a database format. NJ TRANSIT shall respond to all MPO inquiries within seven (7) business days.

The MPOs may request meetings for projects with critical issues at any time. Invited attendees may include local elected officials and staff, MPO staff, NJDOT and/or NJ TRANSIT project management staff, capital programming staff, and NJDOT and/or NJ TRANSIT liaison staff. The purpose of the meetings on key projects is to enhance the information flow on important projects to the community and shall supplement information provided to the MPO in the reporting requirements enumerated above.

The NJDOT and NJ TRANSIT will each produce an Annual Listing of Obligated Projects report within sixty (60) days after the close of the federal fiscal year. The report will contain all federally funded projects that were obligated during the previous federal fiscal year. The NJDOT and NJ TRANSIT reports shall be available in e-STIP. A similar listing for state funded programs and projects will be provided under separate cover.

#### F. DISPUTE RESOLUTION

Any party with a dispute under this MOU shall promptly notify the involved party or parties in writing. Those parties shall then submit to non-binding informal dispute resolution and meet within fifteen (15) days. The disputing parties shall endeavor in good faith to resolve their differences within thirty (30) days after meeting, or may mutually agree to extend the time for resolution.

We, the undersigned, agree to use the above procedures to amend and modify the Metropolitan Planning Organizations' Transportation Improvement Programs (TIPs) and the New Jersey Statewide Transportation Improvement Program (STIP).

Barry Seymour, Executive Director Delaware Valley Regional Planning Commission	9/27/1 ₂ Date
Honorable Matthew Holt, Chairman North Jersey Transportation Planning Authority	9/26/12 Date
Honorable Frank Sutton, Chairman South Jersey Transportation Planning Organization	/0-1-2012_ Date
James Weinstein, Executive Director New Jersey Transit Corporation	10-9-2012 Date
Honorable James S. Simpson, Commissioner New Jersey Department of Transportation	<i>10/34   12</i> Date
JACQUELINE TRAUSI SECRETARY NEW JERSEY DEPARTMENT OF TRANSPORTATION	SIOS, MS NOTOBOO

**RESOLUTION A-735:** 

APPROVAL OF THE FY 2018 AMENDMENT TO THE MEMORANDUM OF UNDERSTANDING FOR THE EXCHANGE OF PROGRAM FUNDS FOR FEDERAL FISCAL YEARS 2014 – 2018 AND ENDORSEMENT OF THE DRAFT FY 2018 TRANSPORTATION CAPITAL PROGRAM

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

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

WHEREAS, the NJTPA, on September 10, 2013 approved the Memorandum of Understanding (MOU) for the exchange of program funds among the NJTPA, the Delaware Valley Regional Planning Commission (DVRPC), and the South Jersey Transportation Planning Organization (SJTPO), hereinafter referred to as "the MPOs," the New Jersey Department of Transportation (NJDOT), and NJ TRANSIT, which was signed on January 7, 2014; and

WHEREAS, the NJTPA, on July 13, 2015 approved the second amendment to the MOU; and

WHEREAS, the NJTPA, on January 9, 2017 approved the third amendment to the MOU; and

WHEREAS, the MPOs, NJDOT and NJ TRANSIT, hereinafter referred to as "the PARTIES," agree that the MOU reflects a single, unified document that will serve the interests and requirements of all the PARTIES; and

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

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

WHEREAS, the FY 2018 TCP was developed by NJDOT and NJ TRANSIT and is the foundation for the NJTPA's federally required TIP; and

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

- WHEREAS, NJDOT, NJ TRANSIT, and the MPOs are permitted to make certain funding adjustments within the budget for the State's TCP and within the STIP, subject to state and federal laws and regulations; and
- WHEREAS, the Federal Highway Administration (FHWA) permits NJDOT to initiate transfers of FHWA apportionments to the Federal Transit Administration (FTA) for certain purposes and FTA permits NJ TRANSIT to initiate transfers of FTA apportionments to FHWA for certain purposes; and
- WHEREAS, from time to time, NJ TRANSIT, NJDOT, and the MPOs may face circumstances that require changes in the mix of federal and state funding that each organization allocates; and
- WHEREAS, the MOU provides for the PARTIES to enter into amendments to the MOU to set forth for each of the subsequent fiscal years for federal and state Fiscal Years (FY) 2014 through 2018 (the "Five-Year Period"), the specific exchange of program funds, subject to federal and state appropriation, for the fourth amendment year of the Five-Year Period which is federal and state FY 2018; and
- WHEREAS, in accordance with the MOU, in Federal Fiscal Year (FFY) 2018, NJDOT will direct the transfer of \$85.0 million of FHWA Surface Transportation Program (STP) funds from FHWA to FTA to be allocated by NJ TRANSIT for the program items, Preventive Maintenance Rail and Preventive Maintenance Bus; and
- WHEREAS, in accordance with the MOU, NJDOT will allocate \$85.0 million in New Jersey State Transportation Trust Fund (TTF) funds in the FY 2018 TCP and in the 2018 program year of the FY 2018-2027 STIP for allocation by the MPOs to local projects that would be eligible for STP funds under current federal transportation law; and
- **WHEREAS**, in accordance with the MOU, NJDOT will allocate the \$85.0 million in FY 2018 TTF funds as follows: \$70.0 million to NJTPA, \$15.0 million to DVRPC; and
- WHEREAS, in accordance with the terms of the MOU, NJDOT, NJ TRANSIT, and the MPOs agree to exchange program funds, for each of the federal and state fiscal years within the Five-Year Period, in amounts commensurate with the annual federal apportionments made available to each MPO for allocation each respective FFY and subject to the annual appropriation of TTF funds for MPO use; 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 fourth amendment to the Memorandum of Understanding for the Exchange of Program Funds for FFY 2014 – 2018.

**BE IT FURTHER RESOLVED** that the North Jersey Transportation Planning Authority hereby endorses the FY 2018 Transportation Capital Program.

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

#### Certification

I hereby certify that the above is a true copy of a resolution adopted by the North Jersey Transportation Planning Authority at its scheduled meeting held on September 18, 2017.

Mary K. Murphy

Executive Director, NJTPA

#### **Summary of Action Item**

Approval of the FY 2018 Amendment to the Memorandum of Understanding for the Exchange of Program Funds for Federal Fiscal Years 2014-2018 and Endorsement of the FY 2018 Transportation Capital Program

<u>Action Item:</u> Approval of the Fourth Amendment to the Memorandum of Understanding for the Exchange of Program Funds for Federal Fiscal Year (FFY) 2014 – 2018 and the endorsement of the FY 2018 Transportation Capital Program (TCP).

#### **Background:**

#### FY 2018 Exchange of Funds

The New Jersey Department of Transportation, NJ TRANSIT and New Jersey's three Metropolitan Planning Organizations (MPOs) agreed to exchange program funds beginning in FFY 2014, as documented in the Exchange of Program Funds Memorandum of Understanding (MOU) approved by the NJTPA Board of Trustees.

The MOU covers a five-year period (FFY 2014 -2018) in amounts commensurate with the annual federal apportionments made available to each MPO in each respective FFY, subject to the annual appropriation of State Transportation Trust Fund (TTF) funds and their designation for MPO use. For each FFY, each MPO Board must approve the exchange of federal and state funds in order to revise the Transportation Improvement Program (TIP) and the State Transportation Improvement Program as necessary, through an amendment to the MOU.

In FFY 2018, \$85 million in federal Surface Transportation Program (STP) funds suballocated to the NJTPA and the Delaware Valley Regional Planning Commission (DVRPC) for local projects will be exchanged for \$85 million in TTF funds designated for NJ TRANSIT. The NJTPA will exchange \$70 million, while DVRPC will exchange \$15 million. The NJTPA and DVRPC will allocate the TTF funds for local projects on the federal-aid system, and NJ TRANSIT will allocate the STP funds for Rail and Bus Preventative Maintenance programs.

This Exchange of Funds is reflected in the FY 2018 element of the FY 2018 Transportation Capital Program.

#### FY 2018 Transportation Capital Program

The TCP is the list of all road, bridge, transit and related projects in New Jersey funded with federal, state and certain other funds and is the foundation for the NJTPA's federally required TIP. In the NJTPA region, the TCP includes nearly \$2.3 billion in transportation investments. On June 28, 2017, the NJTPA distributed an analysis of the draft TCP to each subregion for review and comment.

#### **Justification for Action:**

The fourth amendment to the MOU permits the proposed FY 2018 funding exchange of federal STP funds to NJ TRANSIT for use in its capital program, providing greater flexibility in the use of transportation funds. It also will provide TTF funds to the MPOs for local projects on the federal aid system.

The FY 2018 TCP contains a balanced set of investments for the region, given available resources. By endorsing the FY 2018 TCP, the NJTPA will be apprising FHWA and FTA that it is in concurrence with NJDOT and NJ TRANSIT's proposed programs.

**<u>Staff Recommendation:</u>** Central Staff recommends approval of this action.

## FOURTH AMENDMENT-2018 TO MEMORANDUM OF UNDERSTANDING AMONG

NEW JERSEY TRANSIT CORPORATION, THE NEW JERSEY
DEPARTMENT OF TRANSPORTATION. THE NORTH JERSEY
TRANSPORTATION PLANNING AUTHORITY. THE
DELAWARE VALLEY REGIONAL PLANNING COMMISSION
AND THE SOUTH JERSEY TRANSPORTATION PLANNING
ORGANIZATION FOR EXCHANGE OF PROGRAM FUNDS
FEDERAL FISCAL YEAR 2014 THROUGH
2018

THIS FOURTH AMENDMENT TO MEMORANDUM OF UNDERSTANDING (this "FOURTH Amendment- 2018"), dated as of ______, 2017, is entered into by and among the parties listed as signatories hereto ("NJT, NJDOT and the MPOs", or the "Parties").

WHEREAS, on January 7, 2014, NJT, NJDOT and the MPOs entered into a certain Memorandum of Understanding (the "MOU") which provides for the general parameters of the exchange of program funds for federal and State fiscal years 2014 through 2018 (the "Five-Year Period") and for the specific exchange of program funds for the first year of the Five-Year Period which was federal and State fiscal year 2014; and

WHEREAS, Paragraph B.2 of the MOU provides that the Parties (NJDOT, NJT and the MPOs) agree to enter into amendments to the MOU to set forth for each of the fiscal years within the Five-Year Period, the specific exchange of program funds, subject to federal and State appropriation; and

WHEREAS, on August 4, 2014, NJT, NJDOT and the MPOs entered into an amendment to the MOU to set forth the specific exchange of program funds for the second year of the Five-Year Period which was federal and State fiscal year 2015; and

WHEREAS, on January 20, 2016 NJT, NJDOT and the MPOs entered into an amendment to the MOU to set forth the specific exchange of program funds for the third year of the Five-Year Period which was federal and State fiscal year 2016; and

WHEREAS, on January 9,2017 NJT, NJDOT and the MPOs entered into an amendment to the MOU to set forth the specific exchange of program funds for the fourth year of the Five-Year Period which was federal and State fiscal year 2017; and

WHEREAS, the Parties wish to amend the MOU to set forth for Fiscal Year 2018 the FHWA Surface Transportation Program Funds in the amount of \$85.0 million to be sub-allocated to the MPOs;

NOW, THEREFORE, the Parties agree as follows:

- 1). The Recitals above are incorporated into this FOURTH Amendment- 2018 as though set forth verbatim herein.
- 2) Paragraph C. Programming Exchange for Fiscal Year 2017 (Paragraphs C.1 through C.8, inclusive) of the MOU is deleted in its entirety and replaced with the following:
- C. Programming Exchange for Fiscal Year 2018
  - 1. In Federal Fiscal Year 2018, NJDOT agrees to direct the transfer of \$85.0 million of FHWA Surface Transportation Program funds from FHWA to FTA to be allocated by NJT for the program items, Preventive Maintenance Rail and Preventive Maintenance Bus.
  - 2. The \$85.0 million comprises \$70.0 million that would have been allocated by NJTPA, typically identified as STP-NJ funds and \$15.0 million that would have been allocated by DVRPC, typically identified as STP-STU funds.

- 3. As a result of NJDOT's directive to transfer funds as stated in paragraph C.1 above, NJT's FY 2018 FTA funds will reflect an increase of \$85.0 million.
- 4. As a result of such transfer, NJT's TTF appropriations are reduced by \$85.0 million and NJDOT's TTF appropriations are increased by \$85.0 million.
- 5. NJDOT will allocate the \$85.0 million in TTF funds in the Fiscal Year 2018 Transportation Capital Program and in the 2018 program year of the Federal Fiscal Year 2018-2027 STIP for allocation by the MPOs to projects that would be eligible under Fixing America's Surface Transportation (FAST) Act Sect. 1108 under 23 U.S.C.133.
- 6. NJDOT will allocate the \$85.0 million in TTF funds to each MPO as follows: \$70.0 million to NJTPA and \$15.0 million to DVRPC.
- 7. The State Fiscal Year 2018 Transportation Capital Program provides a TTF funded line item for each MPO showing where these funds will be allocated.
- 8. The Federal Fiscal Year 2018-2027 STIP and MPO TIPs will identify the individual projects and funds allocated to each MPO for each year.
- 3) Except for the amendment to Paragraph C of the MOU as set forth above, all other provisions of the MOU shall remain unchanged and shall remain in full force and effect.

**IN WITNESS WHEREOF,** NJT, NJDOT and the MPOs have caused this instrument to be signed and attested by their duly authorized representatives.

ATTEST/WITNESS:	NEW JERSEY DEPARTMENT OF TRANSPORTATION
Secretary	By: Richard Hammer Commissioner
ATTEST/WITNESS:	NEW JERSEY TRANSIT CORPORATION
Secretary	Steven H. Santoro Executive Director
(SEAL)	
ATTEST/WITNESS:	NORTH JERSEY TRANSPORTATION PLANNING AUTHORITY
Secretary	By:  Mary K. Murphy  Executive Director
ATTEST/WITNESS:	DELAWARE VALLEY REGIONAL PLANNING COMMISSION
	By: Barry Seymour Executive Director
This Agreement has been reviewed and a	pproved as to form.
Christopher S. Porrino	
Attorney General of New Jersey	
By:	

# **Appendix E:**

Comments
Received during
Public
Comment Period

And

Agency Responses

#### Please note:

No comments were received from the public on the Draft FY 2018 – 2021 TIP.

# **Appendix F:**

FY 2018-2020
TIP/SIP
Air Quality
Conformity
Determination

#### North Jersey Transportation Planning Authority, Inc.

#### THE NORTHERN NEW JERSEY

# AIR QUALITY CONFORMITY DETERMINATION

on the Regional Transportation Plan ("Plan 2045") and the FY 2018-2021 Transportation Improvement Program for the NJTPA portions of

the New York-Northern New Jersey-Long Island, NY-NJ-CT 8-hour Ozone Nonattainment Area,

the Philadelphia-Wilmington-Atlantic City, PA-NJ-MD-DE 8-hour Ozone Nonattainment Area,

the New York-Northern New Jersey-Long Island, NY-NJ-CT and the formerly not classified Carbon Monoxide Maintenance Areas,

and the New York-Northern New Jersey-Long Island, NY-NJ-CT annual and daily PM_{2.5} Maintenance Areas



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. Also, portions of the NJTPA region are part of the New York-Northern New Jersey-Long Island, NY-NJ-CT and the formerly not classified carbon monoxide maintenance areas, and part of the New York-Northern New Jersey-Long Island, NY-NJ-CT annual and daily PM_{2.5} maintenance areas.

Final

November 10, 2017

Appendix F

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Ozone Nonattainment Areas
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Ozone Nonattainment Areas
NY-NJ-CT Annual PM _{2.5} Maintenance Areas ⁷
CT Annual PM2.5 Maintenance Areas CT Annual PM2.5 Maintenance Areas
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### Important Acronyms

Acronym	Meaning
CAAA	Clean Air Act Amendments (1990)
CD	Concept Development (phase of work)
CO	Carbon Monoxide
CON	Construction (phase of work)
DES	Final Design (phase of work)
FAST Act	Fixing America's Surface Transportation Act
GHG	Greenhouse Gases
MAP-21	Moving Ahead for Progress in the 21 st Century
MPO	Metropolitan Planning Organization
NAAQS	National Ambient Air Quality Standards
NJDEP	N.J. Department of Environmental Protection
NJDOT	N.J. Department of Transportation
NJRTM-E	North Jersey Regional Transportation Model-Enhanced
NJSEA move below	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)
$PM_{2.5}$	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

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 ( $PM_{2.5}$ ) as depicted in Figure 1.

Maintenance and Nonattainment
Areas in the NJTPA Region

NEW
YORK

SUSSEX

PASSAIC

PARSE

BERGEN

NEW
YORK

SOMERIS

LUNION

NEW
YORK

SOMERSET

MONMOUTH

Perth
Amboy

SOMERSET

MONMOUTH

Preschold

Atlantic Ocean

Atlantic Ocean

Legend

Carbon Monoxide Maintenance 8-Hour Ozone Nonattainment

PM_{2.5} Maintenance

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

9.5 Miles

September 2017

#### **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 appropriate SIP budgets for ozone. Under the current Transportation Conformity Rule, the latest approved or adequate emission budgets for a previous ozone NAAQS (i.e., the 1997 ozone NAAQS) should continue to be used in conformity determinations for the 2008 ozone NAAQS until new emission budgets are established and found adequate or are approved.

#### **Carbon Monoxide**

Portions of the northern New Jersey region continue to be in a maintenance area for carbon monoxide (CO). "Maintenance" means that northern Jersey attained CO standards in 2002, and the region must show that it can maintain ambient CO standards for a period of at least 20 years. For the New Jersey portion of the New York-Northern New Jersey-Long Island Area which includes Bergen, Essex, Hudson, Passaic and Union counties, New Jersey concluded its first ten-year maintenance plan in 2014. In 2015, EPA approved NJDEP's SIP revision which contained the second ten-year maintenance plan covering 2015-2024. Because New Jersey is far below the existing standards for CO, this second maintenance plan is a limited maintenance plan. As such, a regional emissions analysis is no longer required in the New Jersey portion of the New York-Northern New Jersey-Long Island Area.

For the formerly not classified areas (Freehold Borough, Monmouth County; Morristown Town, Morris County; Perth Amboy City, Middlesex County; Toms River Area, Ocean County; and Somerville Borough, Somerset County), New Jersey has maintained attainment for 10 years. A regional emissions analysis is no longer required. The required second limited maintenance plan was approved by USEPA on July 10, 2006 and will be completed at the end of 2017.

#### Fine Particulate Matter

In July 1997, the USEPA issued standards for  $PM_{2.5}$  to protect the public from exposure at levels that may cause health problems. Based on the 1997 standards, nine counties in the NJTPA region (Bergen, Essex, Hudson, Middlesex, Monmouth, Morris, Passaic, Somerset and Union) were included in the New York-Northern New Jersey-Long Island, NY-NJ-CT annual  $PM_{2.5}$  nonattainment area. Areas not meeting the 1997 annual  $PM_{2.5}$  standard were required to meet the  $PM_{2.5}$  NAAQS ("reach attainment") no later than 2010. This attainment demonstration was submitted by NJDEP to USEPA on March 26, 2009. On November 15, 2010, USEPA found that the area had attained the annual standard based on clean monitoring data.

In December 2006, the USEPA revised the 24-hour (daily)  $PM_{2.5}$  standard from 65  $\mu$ g/m³ to 35  $\mu$ g/m³. While the NJTPA region satisfied previous 24-hour standards, portions of the region violated the revised 24-hour standard. In December 2009, the USEPA correspondingly designated the 24-hour (daily)  $PM_{2.5}$  standard nonattainment areas. In the NJTPA region, the designated 24-hour  $PM_{2.5}$  nonattainment area is geographically identical to the annual  $PM_{2.5}$  standard nonattainment area. The NJTPA previously demonstrated transportation conformity based on the 24-hour  $PM_{2.5}$  standard before December 14, 2010 and attained the standard to 2014. NJDEP submitted an initial 10 year maintenance plan SIP for both the annual and daily  $PM_{2.5}$  standards to EPA on December 26, 2012. That SIP was approved by EPA on September 4, 2013 which reclassified the New Jersey portions of the NY-NJ- CT nonattainment area to attainment for the 1997 annual and the 2006 24-hour  $PM_{2.5}$  NAAQS. This means that these areas are now in "maintenance" with regard to  $PM_{2.5}$  standards, and the region must show that it can maintain ambient  $PM_{2.5}$  standards for a period of at least 20 years.

New Jersey established the same values as the transportation conformity budgets for the  $PM_{2.5}$  annual NAAQS and the  $PM_{2.5}$  daily NAAQS. Exceedances of the  $PM_{2.5}$  daily NAAQS have historically been distributed throughout all four seasons of the year, therefore the transportation conformity budgets applicable to the  $PM_{2.5}$  daily NAAQS are represented as annual average emissions.

#### **Results**

Based on the emission modeling results presented in this document, for all applicable scenario years (2017, 2025, 2035 and 2045), the total forecasted emissions of ozone precursors—nitrogen oxides ( $NO_x$ ) and volatile organic compounds (VOC); and  $PM_{2.5}$  and its precursor ( $NO_x$ ) 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; and March 6, 2015 (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 and 2013. USEPA implemented the latest Final Rule on March 6, 2015.

#### 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 (O₃); fine particulate matter (PM_{2.5}); and NO_x, a precursor to PM_{2.5}.
- 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.

#### Nonattainment and Maintenance Areas in the NJTPA Region

#### **OZONE NONATTAINMENT AREAS**

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

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

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

#### CARBON MONOXIDE MAINTENANCE AREAS

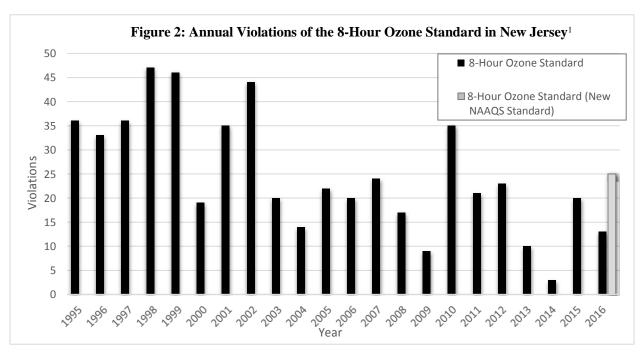
The NJTPA region is currently designated as maintenance for CO NAAQS. However, as a former nonattainment area, it must show that it can maintain ambient CO standards for a period of at least 20 years. As of now, northern New Jersey concluded its first maintenance plan in 2014 for the NJTPA portion of the New York-Northern New Jersey-Long Island, NY-NJ-CT CO Maintenance Area consists of Bergen, Essex, Hudson, Passaic (part) and Union counties. In 2015, EPA approved NJDEP's SIP revision which contained the second ten-year maintenance plan covering 2015-2024. Because New Jersey is far below the existing standards for CO, this second maintenance plan is a limited maintenance plan. As such, a regional emissions analysis is no longer required in the New Jersey portion of the New York-Northern New Jersey-Long Island Area.

There are an additional five CO maintenance (formerly not classified) areas designated by USEPA within the NJTPA region. These are: Freehold Borough, Monmouth County; Morristown Town, Morris County; Perth Amboy City, Middlesex County; Toms River, Ocean County; and Somerville Borough, Somerset County. These areas are governed by a maintenance plan which had a 2007 horizon year. On July 10, 2006, USEPA approved a second

maintenance plan, known as a "limited maintenance plan," for these formerly not classified areas. This limited maintenance plan will be completed at the end of 2017. Because of the limited maintenance plan, NJTPA no longer has to complete a regional emissions analysis for the formerly not classified areas; however, all other transportation conformity requirements still apply.

#### PM_{2.5} MAINTENANCE AREA

Nine of the thirteen NJTPA counties lie within the New York-Northern New Jersey-Long Island, NY-NJ-CT Annual  $PM_{2.5}$  Maintenance Area: Bergen, Essex, Hudson, Middlesex, Monmouth, Morris, Passaic, Somerset, and Union. The same nine counties comprise the NJTPA portion of the daily  $PM_{2.5}$  maintenance area.



SOURCE: NJDEP

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

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

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

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.

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 October 10 to November 9, 2017. 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, <a href="https://www.njtpa.org">www.njtpa.org</a>.

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: one on January 17, 2017 to kick off the conformity analysis and to discuss planning assumptions; the second on August 17, 2017 to discuss the project list and establish a start date for the emissions analysis; and the third ICG meeting was held on October 6, 2017 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). Because the region is in maintenance to meet the  $PM_{2.5}$  annual standard,  $PM_{2.5}$  and  $NO_x$  emissions are modeled for the entire year.

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.

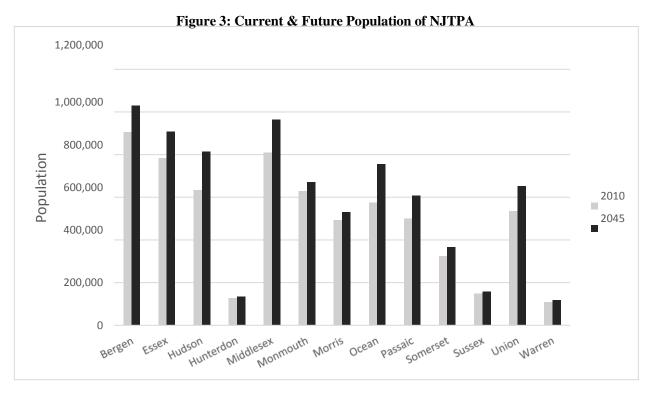
#### 1) Vehicle Registration Data

The latest available vehicle registration data were used in this analysis. These data were developed by NJDEP in 2015 and included 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.



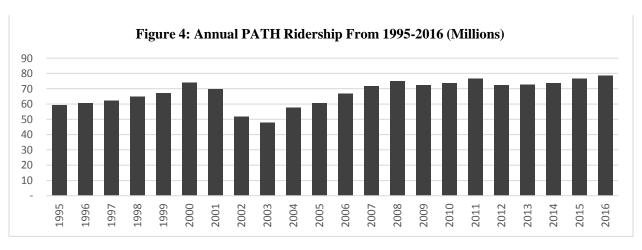
SOURCES: US Census Bureau (2010 Census); NJTPA Regional Transportation Plan ("Plan 2045")

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).

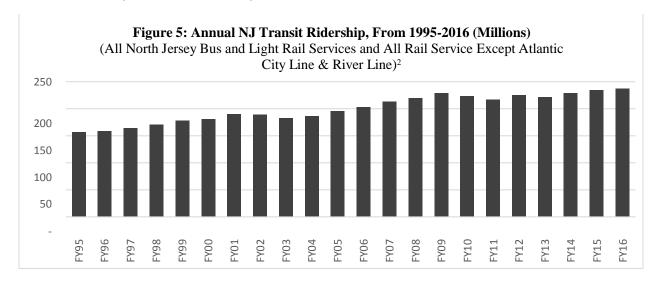
Table 1: Average Daily Trips and Distances in Each NJTPA County

	Weekday Trips per	Average Distance Traveled per Person per
County	Person	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/NYMTC



SOURCE: Port Authority of New York and New Jersey



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.

² 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.

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.

#### 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_{2.5} and its precursor.³. The modeling process began on August 21, 2017 and was completed on October 2, 2017.

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

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

• 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.

#### **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

2017— 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.

2025—Final horizon year of current, initial 10 year maintenance plan for PM 2.5 for the NJTPA portion of the New York-Northern New Jersey-Long Island, NY-NJ-CT attainment area for the 1997 annual and the 2006 24-hour PM_{2.5} NAAQS

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)

Pollutant	Defined Area	2017	2025	2035	2045
Ozone	Philadelphia-Wilmington-	X	X	X	X
	Atlantic City, PA-NJ-MD-				
	DE 8-hour Ozone				
	Nonattainment Area				
Ozone	New York-Northern New	X	X	X	X
	Jersey-Long Island, NY-				
	NJ-CT 8-hour Ozone				
	Nonattainment Area				
$PM_{2.5}$	New York-Northern New	Χ	X	X	X
(daily and	Jersey-Long Island, NY-				
annual)	NJ-CT PM _{2.5}				
	Maintenance Area				

#### 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 is represented by a table that includes columns for each of the applicable scenario years (2017, 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  $NO_x$  (ozone precursors)⁴ and annual budgets for emissions of  $PM_{2.5}$  and  $NO_x$  ( $PM_{2.5}$  precursor)⁵. 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 reducing 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_x and VOC) budgets are also given in tons per day (TPD). On October 29, 2007, NJDEP submitted a SIP revision to USEPA for the attainment and maintenance of the ozone NAAQS, which contained 8-hour ozone budgets for the reasonable further progress (RFP) year of 2008, and the attainment year of 2009. Effective June 15, 2009, USEPA informed NJDEP that the budgets in the SIP revision remained adequate for transportation conformity purposes. The NJDEP budgets for 2009 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 2009 budgets in this conformity determination.

#### Fine Particulate Matter Emission Budgets

The current PM_{2.5} budgets are given in tons per year (TPY). Guidance from USEPA (dated August 10, 2005) presents several options for estimating annual emissions for conformity. The NJTPA utilized a single MOVES output to represent annual emissions for the entire year⁶. On **December 26, 2012**, NJDEP submitted a SIP revision to USEPA for the maintenance of the annual and daily PM_{2.5} NAAQS. USEPA found these budgets adequate for transportation conformity purposes effective July 9, 2013.

#### 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 and in TPY for  $PM_{2.5}$ .

#### 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.

⁴ 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_x). Thus, emissions of these two ozone precursors are measured.

precursors are measured. 
⁵ Note that  $PM_{2.5}$  is both a direct emission from automobiles and a byproduct of photochemical reactions including  $NO_x$ . Thus, emissions of  $PM_{2.5}$  and  $NO_x$  are measured. In this analysis,  $PM_{2.5}$  emissions include exhaust and brake/tire wear, and exclude road dust.

⁶ PM_{2.5} emissions are estimated as annual emissions using the MOVES 2014a model.

#### 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 lower 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

	2017	2025	2035	2045
Budget (TPD)	79.00	79.00	79.00	79.00
Projected Emissions (TPD)	46.37	27.64	20.12	16.84
Finding	Pass	Pass	Pass	Pass

Table 4: NO_x 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

	2017	2025	2035	2045
Budget (TPD)	133.39	133.39	133.39	133.39
Projected Emissions (TPD)	94.23	40.98	27.45	25.72
Finding	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

	ar Ozone rionatta	Ozone i tonuttumment i ii eus			
	2017	2025	2035	2045	
Budget (TPD)	6.45	6.45	6.45	6.45	
Projected Emissions (TPD)	4.81	3.01	2.28	1.97	
Finding	Pass	Pass	Pass	Pass	

Table 6: NO_x Budget Test, NJTPA portion of the Philadelphia-Wilmington-Atlantic City, PA-NJ-MD-DE 8-Hour Ozone Nonattainment Areas

	2017	2025	2035	2045
Budget (TPD)	12.65	12.65	12.65	12.65
Projected Emissions (TPD)	7.05	3.38	2.37	2.24
Finding	Pass	Pass	Pass	Pass

As presented in Tables 7 and 8, 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 satisfies conformity requirements for both daily and annual  $PM_{2.5}$  standards in the NJTPA portion of the New York-Northern New Jersey-Long Island, NY-NJ-CT  $PM_{2.5}$  nonattainment areas according to Final Rule guidance (75 FR 14263).

Table 7. Direct PM_{2.5} Budget Test, 9-County NJTPA Portion of the New York-Northern New Jersey-Long Island, NY-NJ-CT Annual PM_{2.5} Nonattainment Areas⁷

_	,		2.5	
	2017	2025	2035	2045
Budget (TPY)	2.736	1,509	1,509	1,509
Projected Emissions (TPY)	1,280	729	595	570
Finding	Pass	Pass	Pass	Pass

Table 8. NO_x Budget Test, 9-County NJTPA Portion of the New York-Northern New Jersey-Long Island, NY- NJ-CT Annual PM_{2.5} Nonattainment Areas⁷

	2017	2025	2035	2045
Budget (TPY)	67,272	25,437	25,437	25,437
Projected Emissions (TPY)	30,817	13,870	9,660	9,145
Finding	Pass	Pass	Pass	Pass

Figures 6, 7, 8 and 9 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 2017 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 10 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 nonattainment or maintenance 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").

 $^{^{7}}$  This budget test satisfies both daily and annual PM_{2.5} conformity requirements according to Final Rule guidance (75 FR 14263).

Figure 6:  $NO_x$  and VOC Budgets and Projected Emissions: NJTPA portion of the New York-Northern New Jersey-Long Island 8-Hour Ozone Nonattainment Area: 2017-2045

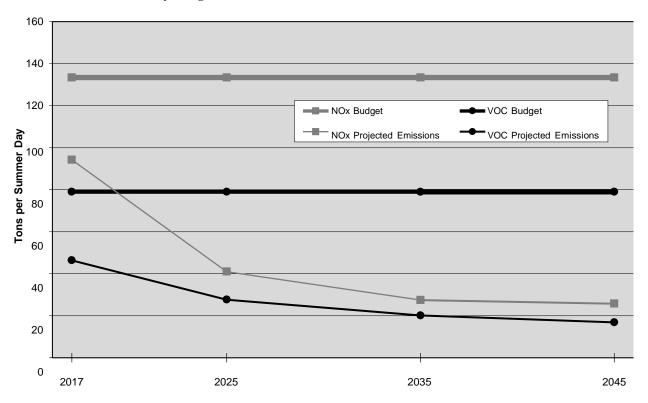
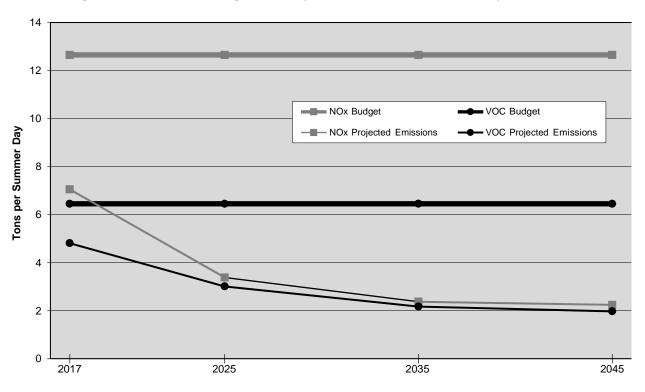


Figure 7: NO_x and VOC Budgets and Projected Emissions for Ocean County, 2017-2045



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Figure 8: Direct PM_{2.5} Budgets and Projected Emissions for NJTPA portion of New York-Northern New Jersey- Long Island PM_{2.5} Maintenance Area 2017-2045

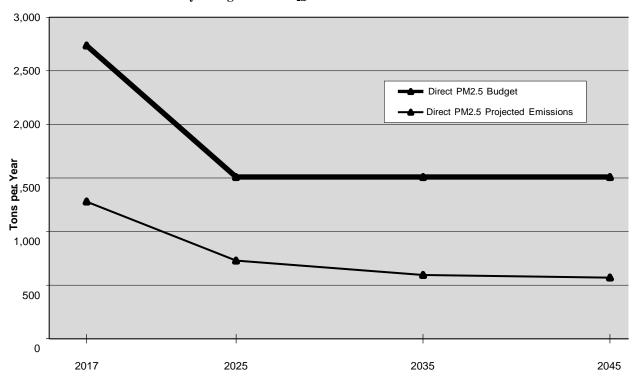
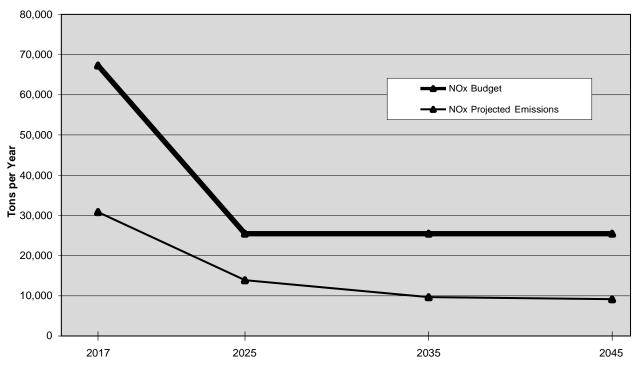


Figure 9:  $NO_x$  Budgets and Projected Emissions for NJTPA portion of New York-Northern New Jersey-Long Island  $PM_{2.5}$  Maintenance Area 2017-2045



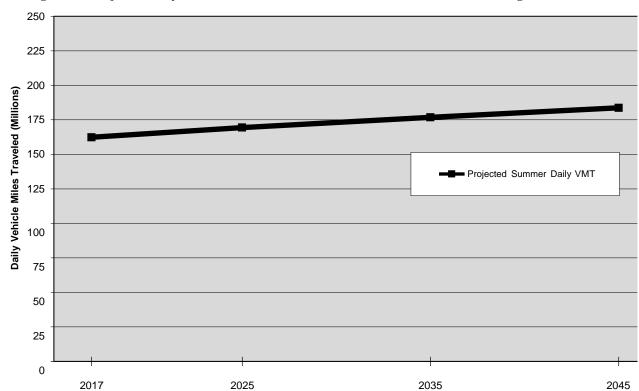


Figure 10: Projected Daily Summer VMT Growth from 2017 to 2045 in the NJTPA Region

Corresponding 40 CFR Part 93 Section(s)	Evaluation Criteria	NJTPA's Response	
§93.106(a) (1)	Are the transportation plan horizon years correct?	Yes. The analysis years of 2017, 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).	
	Does the plan quantify and document the	Yes. The Plan 2045 Regional Transportation Plan does	
§93.106(a) (2)(i)	demographic and employment factors influencing transportation demand?	quantify and document demographic and employment factors influencing transportation demand.	
§93.106(a) (2)(ii)	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>§93.108</i>	Are the transportation improvement program and the transportation plan fiscally constrained?	Yes. The Plan and the TIP are constrained to reasonable anticipate financial resources.	
§93.109(a)	Has the MPO demonstrated that all applicable criteria and procedures for conformity are complied with and satisfied?	Yes. As part of the response, this table itemizing criteria and responses is presented.	
§93.109(i)	Are all budget and/or interim emissions test for PM2.5 satisfied as required by §93.118 and §93.119 for conformity determination?	Yes. PM _{2.5} emissions are tested using the budget test. In accordance with Final Rule guidance (75 FR 14263), the budget test for annual PM _{2.5} is being used to demonstrate conformity for the daily PM _{2.5} nonattainment area.	
	Are the conformity determinations based		
	upon the latest planning assumptions?	Yes.	
\$93.110 _	(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?	(a) Yes. This conformity determination utilizes the most recent planning assumptions as of August 21, 2017, the start date of this conformity determination process.	
	(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?	(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.	
	(c) Are any changes in the transit operating policies (including fares and service levels) and assumed transit ridership discussed in the determination?	(c) Yes. Applicable transit operating policies and transi- ridership are discussed in the "Planning Assumption Requirements" section of this document.	
	(d) The conformity determination must include reasonable assumptions about transit service and increases in transit fares and road and bridge tolls over time.	(d) Key transit and toll assumptions are outlined in the "Planning Assumption Requirements" section of this document.	
	(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	Currently, there are no adopted TCMs in the SIP.	

#### alrea Balble 9 in Enlahuation of the Conformity Determination Criteria

Corresponding 40 CFR Part 93 Section(s)

**Evaluation Criteria** 

NJTPA's Response

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

Corresponding 40 CFR Part 93 Section(s)	Evaluation Criteria	NJTPA's Response		
	(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.	Key assumptions are specified and other supporting documents are included in this conformity determination document, which is available to the public.		
§93.111	Is the conformity determination based upon the latest emissions model?	Yes. The transportation conformity determination for the Plan and the TIP is based on use of the MOVES 2014a emissions model.		
	Did the MPO make the conformity determination according to the consultation	Yes. three meetings of the NJTPA Interagency Consultation Group (NJTPA ICG) were held according		
§93.112	procedures of the Final Transportation Conformity Rule or the state's conformity SIP?	to the consultation procedures consistent with the requirements of all applicable regulations including §93.105 (a) and (e).		
§93.113(b) §93.113(c)	Are TCMs being implemented in a timely manner?	There are currently no adopted transportation control measures in the SIP.		
§93.114	Are there a currently conforming transportation plan and a currently conforming TIP at the time of project approval?	Yes. Conformity has been previously determined on the RTP ("Plan 2040") and the FY 2016-2019 TIP.		
§93.115	Are the projects from a conforming Plan and TIP?	Yes. The projects are from the currently conforming TIP and the Plan. The TIP is consistent with the Plan.		
	For Areas with SIP Budgets: Is the Transportation Plan, TIP or Project			
§93.118	consistent with the established motor vehicle emissions budget(s) in the applicable SIP?	Yes.		
§93.119	For Areas without SIP Budgets: Does the Transportation Plan, TIP or Project satisfy the prescribed interim emissions test?	The recently-designated daily PM _{2.5} nonattainment area does not yet have budgets. In accordance with Final Rule guidance (75 FR 14263), the budget test for annual PM _{2.5} is being used to demonstrate conformity for the daily PM _{2.5} nonattainment area.		
§93.122(a) (1)	Does the conformity analysis include all regionally significant projects?	Yes. The project lists for the TIP and Plan include all regionally significant projects.		
	Are reasonable methods and factors used			
§93.122(a) (6) §93.122(a) (7)	for the regional emissions analysis consistent with those used to establish the emissions budget in the applicable implementation plan?	Yes. The ambient temperatures and annual inventory method used in the analysis have been reviewed by the NJTPA ICG, and have been deemed reasonable.		
§93.122(b)	Is there a network-based travel model of reasonable methods to estimate traffic speed and delays for the purpose of transportation-related emissions estimates?	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.		

# **Appendix G:**

# Project Prioritization Criteria

# NJTPA PROJECT PRIORITIZATION CRITERIA: HIGHWAY AND STATE BRIDGE PROJECTS MAXIMUM POSSIBLE TOTAL SCORE = 1000

#### ENVIRONMENT MAX – 129

#### H.Env.1 Will it improve air quality? Max - 60

High: Reduce Vehicle Miles Traveled (VMT), such as sustainability projects (e.g., bicycle/pedestrian projects, HOV lanes, bus lanes; park and ride facilities, or other Transportation Demand Management (TDM) initiatives). (60)

Med: "Air quality neutral" such as small highway operational improvements, resurfacing, or bridge repair projects. (24)

Projects which adversely affect air quality will receive a score of 0.

#### H.Env.2 Does it conform to regulations and plans for legislatively protected areas? Max - 33

To receive points, projects in legislatively protected areas must conform to planning requirements as applicable, per input from NJDOT and NJTPA Subregions; other projects not inside protected areas automatically receive points. To receive points, **a project must**:

- o Conform to or advance the goals of the Highlands Act;
- o Conform to or advance the goals of plans for the New Jersey Meadowlands District;
- o Conform to or advance the goals of the Pinelands Comprehensive Management Plan (CMP);
- o Conform to rules for obtaining a Coastal Area Facilities Review Act (CAFRA) permit; or,
- o Be located outside the above legislatively protected areas.

## H.Env.3 Does it provide benefits or reduce burdens to low-income, minority, elderly or mobility-impaired communities (communities of concern for Environmental Justice)? Max - 36

High: Address safety problems, result in reduced truck traffic, result in reduced noise impacts, or improve accessibility to employment. (36)

Med: Repair roadways or bridges, unless project would result in bringing more traffic in to the neighborhood or would involve significant right-of-way acquisition. (21)

## NJTPA PROJECT PRIORITIZATION CRITERIA: HIGHWAY AND STATE BRIDGE PROJECTS MAXIMUM POSSIBLE TOTAL SCORE = 1000

#### **USER RESPONSIVENESS** MAX – 143

#### H.User.1 Will it reduce traffic congestion? Max - 61

For projects that are designed to improve traffic flow (e.g., intersection improvements, ramp improvements, new roadway, addition of lane-miles, shoulder widening), or other projects that have the effect of improving traffic flow (e.g., rock fall mitigation, drainage projects, pavement rehabilitation, bike/ped projects):

High: Volume/Capacity (V/C) ratios within project limits  $\geq 1.2$  (61)

Med: Volume/Capacity (V/C) ratios within project limits  $\geq$  1.0 and < 1.2 (43)

Low: Volume/Capacity (V/C) ratios within project limits  $\geq$  0.8 and < 1.0 (18)

#### H.User.2 Will it utilize technology to address traffic congestion effectively? Max - 24

Projects that include Intelligent Transportation System (ITS) designed to address traffic congestion, such as traffic-actuated or computer-coordinated traffic signals, computerized incident management systems, or electronic toll collections systems.

#### H.User.3 Will it improve information for roadway users? Max - 28

Projects that include traffic signal or signage improvements.

#### H.User.4 Will it provide benefits to the regional transportation system? Max - 30

High: Highway functional classifications: rural interstate, urban principal arterial, rural principal arterial, urban

interstate, urban freeway/expressway; or, exceeds regional AADT (30)

Med: Highway functional classifications: rural minor arterial, rural major collector, urban minor arterial (16)

# ECONOMIC MAX - 150

# H.Econ.1 Will the project lead to the redevelopment of Brownfields? Max - 35

High: Brownfields that would benefit from the project are within the primary market area for port, airport, railroad-

related warehousing development, or abut a non-abandoned railroad. (35)

Med: Leads to the redevelopment of a Brownfield located elsewhere. (14)

# H.Econ.2 Will the facility improve access to a major tourism/recreation facility? Max - 23

High: Annual attendance in excess of 3.5 million: Jersey Shore, Meadowlands Sports Complex, Manhattan (23)

Med: Annual attendance between 1.8 million and 3.5 million: Great Adventure, Delaware Water Gap National

Recreation Area, Liberty State Park, Downtown Newark including Downtown Newark Arena; PNC Bank Arts Center (16)

Low: Annual attendance above 600,000 but less than 1.8 million: Mountain Creek/Crystal Springs Resort Areas,

Monmouth Park Race Track (7)

# H.Econ.3 Will it positively enhance movement of freight? Max - 36

High: Truck percentage greater than the average for the functional classification (36)

Med: Improves access to rail yard, freight depot or industrial park. Examples include increasing overpass clearance, access roadways for

trucks, or nearby interchange or intersection improvements. (18)

# H.Econ.4 Will it improve access to job opportunities? Max - 56

Project occurs in strategy evaluation area with one of the following characteristics that measure how this type of project would improve access to jobs via highway and transit:

High: Top third of accessibility improvement (56)

Med: Middle third of accessibility improvement (39)

Low: Bottom third of accessibility improvement (17)

### **SYSTEM COORDINATION MAX – 156**

### H.Sys.1 Will it provide linkages to other existing transportation systems? Max - 38

High: Linkages among or between interstates and state highways; grade separated interchange projects; circle improvements; linkages to rail stations; and park-and-ride facilities, or other linkages between modes. (38)

Med: At-grade intersection improvements between State highways or a State highway and a county road; linkages among or between county and local roadways. (19)

# H.Sys.2 Will it provide bicycle or pedestrian improvements? Max - 37

High: Separate bicycle/pedestrian facilities; improvements to pedestrian crossings; addition of dedicated bicycle lanes. (37)

Med: Improvements to sidewalks and roadway improvements for bicycle safety, such as wider lanes, paved shoulders, and safe storm grates; bicycle parking; improved signage for bicyclists and pedestrians. (15)

# H.Sys.3 Will it maximize/optimize existing capacity? Max - 35

Project occurs in strategy evaluation area with one of the following characteristics that measure how this type of project would improve travel delay and congestion on highways:

High: Top third of mobility improvement (35)

Med: Middle third of mobility improvement (24)

Low: Bottom third of mobility improvement (10)

No points for new capacity (CMS Strategies 23 or 24), regardless of mobility score.

# H.Sys.4 Will it improve access to airports/seaports/freight facilities/Urban Enterprise Zones (UEZs)? Max - 26

Within a corridor that provides access to an airport, seaport, intermodal freight facility, foreign trade zone or urban enterprise zone and will improve access to one of these destinations.

# H.Sys.5 Will it improve system reliability? Max - 20

Project occurs in strategy evaluation area with one of the following characteristics that measure how this type of project would improve non-recurring incident delays and availability of alternative transportation modes or routes:

High: Top third of reliability improvement (20)

Med: Middle third of reliability improvement (14)

Low: Bottom third of reliability improvement (6)

### REPAIR/MAINTENANCE/SAFETY/SECURITY MAX - 286

### H.Rep.1 Will it improve or replace a facility that is in poor condition? Max - 98

Projects including both bridge and pavement ratings will receive a score based on the maximum deficiency, as calculated below:

# For Bridges:

Bridge Sufficiency Rating (SR) A continuous Scale, with 98 having the highest deficiency and 0 the lowest

### For Roadways:

Final Pavement Rating (FPR). A continuous scale of 0 to 5, with 0 having the highest deficiency and 5 the lowest. FPR combines IRI and SDI. This score is then adjusted to reflect the maximum score of 98 for the highest deficiency.

Note: Where projects include roadways not covered by the Pavement Management System, sub-regions can provide information on pavement condition for consideration.

# H.Rep.2 Will the project improve a safety problem? Max - 110

High: Safety improvements to roadways or intersections designated by the NJTPA or NJDOT as safety priority locations or

included in "Safe Corridor" programs. (110)

Med/High: Safety improvements to roadway segments where the severity-weighted accident rate exceeds that of the regionwide average

for the same facility type. (83)

Med: Improvements to local roadways or pedestrian areas to address safety issues of local concern, e.g., traffic calming projects. (55)

Low: Drainage, rockfall, and pavement rehabilitation/resurfacing projects. (28)

# H.Rep.3 Will the project delay the need for roadway repair/maintenance by redirecting truck traffic? Max - 37

Projects that would result in reduced truck traffic on local roads and/or divert heavy truck traffic to roadways designed for heavy loads.

# H.Rep.4 Will project improve security? Max – 41

Project meets one or more of the following conditions:

- o Improves capacity/operation of evacuation route
- o Promotes redundancy in transportation network
- o Involves hardening of bridge or tunnel
- Involves improvements to circulation around key facilities

### LAND USE/ TRANSPORTATION PLANNING MAX - 136

### H.Land.1 Will it Promote Development within a Community or Place? Max - 49

Project designed primarily to serve a growth area meeting the following characteristics:

High: Endorsed Plans, or Urban centers, or Planning Areas 1 & 2, or designated regional centers. (49)

Med/High: Designated non-regional centers outside Planning Areas 1 & 2. (39)

Med: Communities or regional entities which have petitioned for, and are being seriously considered for, plan endorsement by the

State Planning Commission. (19)

Low: Planning Area 3 outside of centers. (12)

### H.Land.2 Will it serve distressed municipalities? Max - 38

Project is located within, or directly serves, a distressed municipality, as defined by the NJ Department of Community Affairs (DCA).

H.Land.3 Has the project emerged from the planning process required to establish a Transportation Development District (TDD), Transportation Improvements District (TID), Transportation Enhancement District (TED) designated Transit Village, other comprehensively planned public-private partnership, or other officially adopted improvement district? Max - 49

Identified in the Transportation Plan of a conditionally approved TDD, TID, TED, designated Transit Village, Transit Oriented Development, or other officially adopted improvement district; or, emerged from the planning process required to establish a TDD, TID, TED, designated Transit Village, TOD, other comprehensively planned public-private partnership, or other officially adopted improvement district.

### **ENVIRONMENT** MAX - 129

# L.Env.1 Will it improve air quality? Max – 60

High: Reduce Vehicle Miles Traveled (VMT), such as sustainability projects (e.g., bicycle/pedestrian projects, HOV lanes, bus lanes; park and ride facilities, or other Transportation Demand Management (TDM) initiatives). (60)

Med: "Air quality neutral" such as small highway operational improvements, resurfacing, or bridge repair projects. (24)

Projects which adversely affect air quality will receive a score of 0.

# L.Env.2 Does it conform to regulations and plans for legislatively protected areas? Max - 33

To receive points, projects in legislatively protected areas must conform to planning requirements as applicable, per input from NJDOT and NJTPA Subregions; other projects not inside protected areas automatically receive points. To receive points, a project must:

- Conform to or advance the goals of the Highlands Act;
- o Conform to or advance the goals of plans for the New Jersey Meadowlands District;
- Conform to or advance the goals of the Pinelands Comprehensive Management Plan (CMP);
- o Conform to rules for obtaining a Coastal Area Facilities Review Act (CAFRA) permit; or,
- o Be located outside the above legislatively protected area

# L.Env.3 Does it provide benefits or reduce burdens to low-income, minority, elderly or mobility-impaired communities (communities of concern for Environmental Justice)? Max - 36

High: Address safety problems, result in reduced truck traffic, result in reduced noise impacts, or improve accessibility to employment. (36)

Med: Repair roadways or bridges, unless project would result in bringing more traffic in to the neighborhood or would involve significant right-of-way acquisition. (21)

# **USER RESPONSIVENESS** MAX - 143

# L.User.1 Will it reduce transportation delay? Max - 76

High: Projects that will reopen closed structures (76)

Med: Projects that will remove weight or height restrictions or increase capacity (53)

Low: Projects that will remove speed restrictions or will correct and improve approach alignments (23)

# L.User.2 Will it improve accommodations for non-motorized users on existing or planned bridges? Max - 33

Projects include wider lanes, paved shoulders, dual access, safe storm grates, bike lanes, and bicycle sensitive loop detectors.

# L.User.3 Will it improve information for roadway users? Max - 34

Projects that include traffic signal or signage improvements.

# **ECONOMIC MAX-150**

# L.Econ.1 Will the project lead to the redevelopment of Brownfields? Max - 35

High: Brownfields that would benefit from the project are within the primary market area for port, airport, railroad-related warehousing development, or abut a non-abandoned railroad. (35)

Med: The project leads to the redevelopment of a Brownfield located elsewhere. (14)

# L.Econ.2 Will the facility improve access to a major tourism/recreation facility? Max - 23

High: Annual attendance in excess of 3.5 million: Jersey Shore, Meadowlands Sports Complex, Manhattan (23)

Med: Annual attendance between 1.8 million and 3.5 million: Great Adventure, Delaware Water Gap National Recreation Area, Liberty State Park, Downtown Newark including Downtown Newark Arena, PNC Bank Arts Center (16)

Low: Annual attendance above 600,000 but less than 1.8 million: Mountain Creek/Crystal Springs Resort Areas, Monmouth Park Race Track (7)

# L.Econ.3 Will it positively enhance movement of freight? Max - 36

High Truck percentage greater than the average for the functional classification (36)

Med Improves access to rail yard, freight depot or industrial park. Examples include increasing overpass clearance, access roadways for trucks, or nearby interchange or intersection improvements. (18)

# L.Econ.4 Will it improve access to job opportunities? Max - 56

Project occurs in strategy evaluation area with one of the following characteristics that measure how this type of project would improve access to jobs via highway and transit:

High: Top third of accessibility improvement (56)

Med: Middle third of accessibility improvement (39)

Low: Bottom third of accessibility improvement (17)

# **SYSTEM COORDINATION MAX-156**

# L.Sys.1 Will it maximize/optimize existing capacity? Max - 89

Project occurs in strategy evaluation area with one of the following characteristics that measure how this type of project would improve travel delay and congestion on highways:

High: Top third of mobility improvement (89)

Med: Middle third of mobility improvement (62)

Low: Bottom third of mobility improvement (27)

No points for new capacity (CMS Strategies 23 or 24), regardless of mobility score.

# L.Sys.2 Will it improve access to airports/seaports/freight facilities/Urban Enterprise Zones (UEZs)? Max - 67

Provides access to an airport, seaport, intermodal freight facility, foreign trade zone or urban enterprise zone and will improve mobility to one of these destinations.

# REPAIR/MAINTENANCE/SAFETY/SECURITY MAX - 286

# L.Rep.1 Will it improve or replace a bridge that is in poor condition? Max - 98

Bridge Sufficiency Rating (SR) A continuous Scale, with 98 having the highest deficiency and 0 the lowest

# L.Rep.2 Will the project improve a safety problem? Max - 110

Projects designed to address locally identified safety problems including the following deficiencies:

- o Horizontal/vertical geometry, alignment, poor sightlines
- Lack of shoulder, safety railings, or fencing
- o Lack of pedestrian, bicycle accommodation
- o Poor pavement.

# L.Rep.3 Will the project delay the need for roadway repair/maintenance by redirecting truck traffic? Max - 37

Projects that would result in reduced truck traffic on local roads and/or divert heavy truck traffic to roadways designed for heavy loads.

# L.Rep.4 Will project improve security? Max - 41

Project meets one or more of the following conditions:

- Improves capacity/operation of evacuation route.
- o Promotes redundancy in transportation network.
- o Involves hardening of bridge or tunnel
- o Involves improvements to circulation around key facilities.

# LAND USE/TRANSPORTATION PLANNING MAX - 136

# L.Land.1 Will it Promote Development within a Community or Place? Max - 49

Project designed primarily to serve a growth area meeting the following characteristics:

High: Endorsed Plans, or Urban centers, or Planning Areas 1 & 2, or designated regional centers. (49)

M/H: Designated non-regional centers outside Planning Areas 1 & 2. (39)

Med: Communities or regional entities which have petitioned for, and are being seriously considered for, plan endorsement by the State

Planning Commission. (19)

Low: Planning Area 3 outside of centers. (12)

# L.Land.2 Will it serve distressed municipalities? Max - 38

Project is located within, or directly serves, a distressed municipality, as defined by the NJ Department of Community Affairs (DCA).

L.Land.3 Has the project emerged from the planning process required to establish a Transportation Development District (TDD), Transportation Improvements District (TID), Transportation Enhancement District (TED), designated Transit Village, other comprehensively planned public-private partnership, or other officially adopted improvement district? Max - 49

Identified in the Transportation Plan of a conditionally approved TDD, TID, TED, designated Transit Village, Transit Oriented Development, or other officially adopted improvement district; or, emerged from the planning process required to establish a TDD, TID, TED, designated Transit Village, TOD, other comprehensively planned public-private partnership, or other officially adopted improvement district

### **ENVIRONMENT** MAX - 129

# T.Env.1 Will the Project improve air quality? Max - 60

High: Eliminate a significant amount of Vehicle Miles Traveled (VMT) and cold starts (60)

Med: Eliminate a moderate amount of VMT and cold starts (40)

Low: "Air quality neutral" (20)

# T.Env.2 Does the Project conform to regulations and plans for legislatively protected areas? Max - 33

To receive points, projects in legislatively protected areas must conform to planning requirements as applicable, per input from NJDOT and NJTPA Subregions; other projects not inside protected areas automatically receive points. To receive points, a project must:

- o Conform to or advance the goals of the Highlands Act;
- o Conform to or advance the goals of plans for the New Jersey Meadowlands District;
- Conform to or advance the goals of the Pinelands Comprehensive Management Plan (CMP);
- o Conform to rules for obtaining a Coastal Area Facilities Review Act (CAFRA) permit; or,
- O Be located outside the above legislatively protected areas.

# T.Env.3 When serving a low-income, minority, elderly or mobility-impaired community (community of concern for Environmental Justice), does the project: Max – 36

High: Improve transit service to all four EJ population segments (minority, low-income, elderly, and mobility-impaired communities), or meets an ADA mandate. (36)

M/H: Improve transit service to three of four EJ population segments (27)

Med: Improve transit service to two of four EJ population segments (18)

Low: Improve transit service to one of four EJ population segments (9)

### **USER RESONSIVENESS** MAX - 144

# T.User.1 Will it provide improved transit service to existing markets? Max - 50

High: Improves transit performance (e.g., increased service frequency or reduced travel time) and maintains existing service (e.g., project to maintain service speed, track maintenance, system reliability improvements; prevention of degradation of existing service and reliability.) (50)

Med: Maintains existing service (30)

### T.User.2 Will it improve comfort, convenience, security to its users? Max - 29

High: Adds seating and capacity, including park-and-ride or transit vehicle capacity; adds new information on transit services. (29)

Med: Improves amenities such as weather protection, air conditioning, station improvements; makes current transit service information more accessible. (14)

# T.User.3 Will project serve a transit-dependent population? Max - 29

Project serves areas that are likely to benefit from a transit improvement, as measured by the Transit Score Index.

# T.User.4 Will project increase net transit ridership? Max - 36

A scale indicating increase in ridership, as follows:

High: Increase of more than 4,000 riders per day (36)

Med: Increase of 1,000 to 4,000 riders per day (25)

Low: Increase of 100 to 999 riders per day (5)

### ECONOMIC MAX - 150

# T.Econ.1 Will the project lead to the redevelopment of Brownfields? Max - 22

High: Brownfields that would benefit from the project are within the primary market area for port, airport, railroad related warehousing development, or abut a non-abandoned railroad. (22)

Med: Leads to the redevelopment of a Brownfield located elsewhere. (9)

# T.Econ.2 Will the transit service, or a connection to the service, be located within a half mile of a major tourism/recreation facility? Max - 30

High: Annual attendance in excess of 3.5 million: Jersey Shore, Meadowlands Sports Complex (30)

Med: Annual attendance between 1.8 million and 3.5 million: Great Adventure, Delaware Water Gap National Recreation Area, Liberty State Park, Downtown Newark including Downtown Newark Arena, PNC Bank Arts Center (20)

Low: Annual attendance above 600,000 but less than 1.8 million: Mountain Creek/Crystal Springs, Monmouth Park Race Track (9)

# T.Econ.3 Will it improve access to job opportunities? Max - 98

Project occurs in strategy evaluation area with one of the following characteristics that measure how this type of project would improve access to jobs via transit:

High: Top third of accessibility scores for transit projects (98)

Med: Middle third of accessibility scores for transit projects (69)

Low: Bottom third of accessibility scores for transit projects (29)

### SYSTEM COORDINATION MAX - 156

# T.Sys.1 Will it provide improved intermodal integration? Max - 31

Examples include: park and ride facilities; greater service frequency and coverage; multi-modal transit coordination such as train stations with bus or light rail stops; and shuttle vehicles to provide service from local areas to major transit service.

### T.Sys.2 Will it improve transit mobility? Max – 39

Project occurs in strategy evaluation area with one of the following characteristics that measure how this type of project would improve transit service and reduce overcrowding.

High: Top third of transit mobility improvement (39)

Med: Middle third of transit mobility improvement (28)

Low: Bottom third of transit mobility improvement (12)

# T.Sys.3 Will it maximize/optimize existing capacity? Max - 55

High: Improvements to all transit lines, such as signal upgrades, yard, track, and bridge projects, rolling stock, support equipment, and facilities replacement or upgrade. (55)

Med: Improvements to single transit lines (41)

# T.Sys.4 Will it provide accommodations for non-motorized access to stations/service? Max – 31

High: Provides bike lockers, bike racks on transit vehicles and improves pedestrian access or circulation to stations (31)

Med: Provides bike lockers, bike racks on transit vehicles or improves pedestrian access or circulation to stations (16)

### REPAIR/MAINTENANCE/SAFETY MAX - 286

# T.Rep.1 Will it improve a transit facility that is in poor condition, or keep a transit facility maintained on a normal cycle? Max - 100

High: Avoids safety hazards, breakdowns or disasters; addresses critical needs; major rehab (100)

Med: Minor rehab and upgrades (50)

# T.Rep.2 Does it reduce operating costs for transit? Max - 37

High: Documented operating budget savings and cost avoidance (37)

Med: Increased productivity (26)

# T.Rep.3 Will the project address a safety concern? Max - 109

Projects that would result in elimination of grade crossings, safer crossing for pedestrians and bicycles, or eliminate other identified safety concern.

# T.Rep.4 Will project improve security? Max - 40

*Project meets one or more of the following conditions:* 

- o Improves capacity/operation of evacuation route
- o Promotes redundancy in transportation network
- o Involves hardening of bridge or tunnel
- o Involves adjustments to circulation around vulnerable facilities
- o Improves surveillance and monitoring of terminal or transit facilities

# LAND USE/TRANSPORTATION PLANNING MAX - 136

### T.Land.1 Will it Promote Development within a Community or Place? Max - 35

Project designed primarily to serve a growth area meeting the following characteristics:

High: Endorsed Plans, or Urban centers, or Planning Areas 1 & 2, or designated regional centers. Any project inside the New Jersey

Meadowlands District, except for those projects that impact sensitive areas, as designated by the New Jersey Meadowlands

Commission (NJMC) (35)

Med/High: Designated non-regional centers outside Planning Areas 1 & 2. (27)

Med: Communities or regional entities which have petitioned for, and are being seriously considered for, plan endorsement by the State

Planning Commission. (14)

Low: Planning Area 3 outside of centers. (9)

# T.Land.2 Will it serve distressed municipalities? Max - 30

Project is located within, or directly serves, a distressed municipality, as defined by the NJ Department of Community Affairs (DCA).

# T.Land.3 Has the project emerged from the planning process required to establish a Transportation Development District (TDD), Transportation Improvements District (TID), Transportation Enhancement District (TED) designated Transit Village, other comprehensively planned public-private partnership, or other officially adopted improvement district? Max - 35

Identified in the Transportation Plan of a conditionally approved TDD, TID, TED, designated Transit Village, Transit Oriented Development, or other officially adopted improvement district; or, emerged from the planning process required to establish a TDD, TID, TED, designated Transit Village, TOD, other comprehensively planned public-private partnership, or other officially adopted improvement district.

# T.Land.4 Will nearby land use support the transit project? Max - 35

High: Community has developed a vision plan for transit-oriented development, and has consequently adopted updates to community, master, or redevelopment plans. (35)

Med: The project will serve an area that has land uses and physical connections that will complement the transit investment (18)

# **Appendix H:**

# Annual Listing of Obligated Projects, FY 2016 TIP

# Annual Listing of Obligated Projects FY 2016—2019 TIP FY 2016

Defining the Vision. Shaping the Future.



### NORTH JERSEY TRANSPORTATION PLANNING AUTHORITY, INC.

The Metropolitan Planning Organization for Northern New Jersey

April 2017

# FY 2016 Annual Listing of Obligated Projects FY 2016 – 2019 TIP

North Jersey Transportation Planning Authority, Inc.

The purpose of this report is to show which projects in the FY 2016-FY 2019 Transportation Improvement Program (TIP) for FY 2016 have received federal and state commitments for funding. A federal obligation is the result of a formal agreement, an authorization to proceed, between the NJTPA Subregions, NJDOT, NJ TRANSIT, PANYNJ and the USDOT. This agreement contractually commits the USDOT and the State of New Jersey to fund a specific phase of a project.

The FY 2016 TIP included project funding for four years (FYs 2016, 2017, 2018, and 2019). This report focuses on the FY 2016 element of the FY 2016-FY 2019 TIP.

State funds are obligated through a similar process within the government of New Jersey but unlike federal funds, state funds retain their obligation authority in future state fiscal years if not obligated. For the purposes of this report, non-federal funds include both State and "other funds" which are funding sources including potential local match or other partnership resources, including those of the Port Authority of New York and New Jersey and the New Jersey Turnpike Authority. Non-federal as well as federal funds are shown in this report to give a complete picture of funding as shown in the TIP. Non-federal and federal funds are mixed in some projects.

This report examines obligations for the FY 2016 in total and on a project-by-project basis, to show:

- 1. The amount of transportation funds (federal, non-federal) that were obligated, compared to what was programmed in the NJTPA Board approved FY 2016-2019 TIP for FY 2016;
- 2. How categories of projects compared with one another in terms of obligated funding;
- 3. Programmed and obligated funding in comparison with expenditure goals of the NJTPA Board of Trustees; and
- 4. Which individual TIP projects were obligated, and which were not, during FY 2016, with programmed, revised and obligated funding listed for each project.

# Background

The NJTPA prepares a TIP, which is a list of transportation projects that are far enough along in their planning, project development and preliminary engineering to merit funding commitments. The TIP lists the amount of funding, the schedule, and the type of work to be

¹ This report was financed by the Federal Transit Administration and the Federal Highway Administration of the U.S. Department of Transportation. The NJTPA is solely responsible for its contents.

carried out for each project. The NJTPA's project development process is described fully in the TIP Introduction.² This process is also described in summary form in the NJTPA's *Citizens Guide to Transportation Planning in Northern New Jersey* (see http://www.njtpa.org/get-involved/get-involved-citizen-s-guide).

The TIP is prepared on a two-year cycle and shows a funding schedule for projects that commences at the beginning of the federal fiscal year on October 1.³ Therefore, when the TIP is prepared, it represents the best estimate of project funding for a period significantly in advance of actual funding. The Obligation Report is prepared after the end of the federal fiscal year, and lists the actual level of project authorizations during the fiscal year.

During the long period of time between TIP preparation and the end of the federal fiscal year, circumstances can change which can impact the progress of individual projects. Such changes are incorporated into the TIP via a modification and amendment process in which the implementing agencies and NJTPA Board of Trustees collaborate. A frequent cause of project delay has been right-of-way acquisition. Securing environmental permits and unexpected public opposition can also cause delays. Another major factor that can affect the level of funding obligations are related to the federal and state budget processes.

On December 4, 2015, President Obama signed the Fixing America's Surface Transportation (FAST) Act (Pub. L. No. 114-94) into law—the first federal law in over a decade to provide long-term funding certainty for surface transportation infrastructure planning and investment. The FAST Act authorizes \$305 billion over fiscal years 2016 through 2020 for highway, highway and motor vehicle safety, public transportation, motor carrier safety, hazardous materials safety, rail, and research, technology, and statistics programs. The FAST Act maintains focus on safety, keeps intact the established structure of the various highway-related programs, continues efforts to streamline project delivery and, for the first time, provides a dedicated source of federal dollars for freight projects.

On the State side, the Transportation Trust Fund statute (NJSA 27:1B et al.) was passed into law on July 10, 1984. Major amendments occurred in 1988, 1991, 1995, 2000, 2006, 2012 and 2016. On October 14, 2016, L. 2016, c. 56 was enacted, amending the TTFA Act and authorizing the issuance of up to \$12 billion in Transportation Program Bonds between FY 2017 and FY 2024. As of November 1, 2016, the tax paid by the motorists at the pump will be 37.5 cents per gallon.

All of the revenue derived from motor fuels taxes is now constitutionally dedicated to transportation purposes in accordance with the voter-approved amendment of Article VIII, Section II, paragraph 4 of the New Jersey Constitution, which appeared on the

³ FY 2016 began on October 1, 2015, and ended on September 30, 2016. The FY 2016 TIP was prepared during the spring of 2014, and adopted by the NJTPA Board of Trustees on September 8, 2015.

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² The current TIP, with an Introduction that describes the TIP development process, can be found at: http://www.njtpa.org/Project/TIP/Default.aspx.

November, 2016 ballot. In addition, the constitution continues to provide an annual dedication of no less than \$200 million from the Sales and Use Tax.

In addition, federal funds that can be accessed for transportation projects are limited by Congress depending on current budgetary circumstances. Each year, Congress and the Administration work out obligation limitations that specify what portion of legislated funds can actually be used. This is usually done just before the beginning of the federal fiscal year, several months after the TIP is drafted. The TIP is programmed based on legislated (apportioned) funding worked out well before TIP preparation. Obligation limitations and rescissions may change the amount actually available during the TIP's fiscal year.

Finally, the amount of transportation funding may vary during the course of a fiscal year based on federal fuel tax receipts. Surpluses or deficits in fuel tax receipts are distributed among the states periodically during the year. This can therefore affect funding availability for obligation of projects in the TIP.

### **Obligated Versus Programmed Funding in FY 2016**

The FY 2016 TIP called for the expenditure of \$3.61 billion, of which \$3.03 billion was obligated during FY 2016 (see Table 1). Thus, total obligations represented **84.1% of programmed FY 2016 funding** (includes state and federal funds), **compared to 89.6% that were obligated in FY 2015**. These figures exclude the FY 2016 obligation of \$266.25 million of NJ TRANSIT Prior Year Obligation funds in the NJTPA region which are analyzed separately in Table 3.

Table 1 also shows how obligated versus programmed funding was distributed by project types in FY 2016. In March, 2005, the Board of Trustees adopted a Regional Capital Investment Strategy (RCIS) that included spending goals applicable to categories of projects and programs in the NJTPA region. The RCIS is included in the Plan 2040: The Regional Transportation Plan for Northern New Jersey approved by the NJTPA Board of Trustees in September 2013. In Table 1 projects are grouped into the Board's RCIS spending goal categories (hereinafter referred to as "RCIS Categories").⁴

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⁴ RCIS goals do not include the category "Other/Unallocated" shown in Table 1.

Table 1
FY 2016 Element of FY 2016 TIP
Obligated Total Funding as a Percent of Programmed Expenditures
Detailed RCIS Board Categories

RCIS Board Category	TIP Programmed Expenditures (Million \$)	Obligated Funding (Million \$)	Programmed Amount Not Obligated (Million \$)	Obligated Percent of Programmed
Bridges	\$1,600.48	\$1,372.49	\$227.99	85.8%
Road Preservation	\$239.29	\$222.08	\$17.20	92.8%
Minor Road Improvements	\$44.25	\$36.53	\$7.72	82.6%
Major Road Capacity	\$3.50	\$9.71	-\$6.21	277.5%
Transit Preservation	\$866.47	\$725.12	\$141.36	83.7%
Transit Enhancement	\$83.92	\$59.05	\$24.87	70.4%
Transit Expansion	\$17.27	\$9.68	\$7.59	56.1%
Dedicated Freight	\$62.85	\$65.00	-\$2.15	103.4%
ITS/Incident Mgmt.	\$72.11	\$37.41	\$34.70	51.9%
Travel Demand Mgmt.	\$23.62	\$24.67	-\$1.04	104.4%
Safety	\$86.64	\$72.55	\$14.09	83.7%
Bicycle/Pedestrian	\$23.12	\$26.54	-\$3.43	114.8%
Other	\$482.25	\$371.80	\$110.46	77.1%
TOTAL	\$3,605.76	\$3,032.63	\$573.13	84.1%

Sources: NJDOT and NJ TRANSIT.

Note: Obligations are from original TIP but exclude the Disaster Relief Appropriations Act of 2013 authorizations.

The Table 1 data is shown graphically in Figure 1. Obligated funding for 10 of the 13 categories exceeded 80% of programmed funding. Most differences between programmed and obligated funding were due in part to changes in project scheduling reflected in TIP revisions (modifications and amendments), as well as federal and state funding factors mentioned above. NJ TRANSIT prior year obligations that occurred during FY 2016 are included in Table 3. The \$6.21 million increase over the TIP Programmed Expenditure in the Major Road Capacity RCIS category can be attributed to the advancement of the Route 206 widening project in Somerset County.

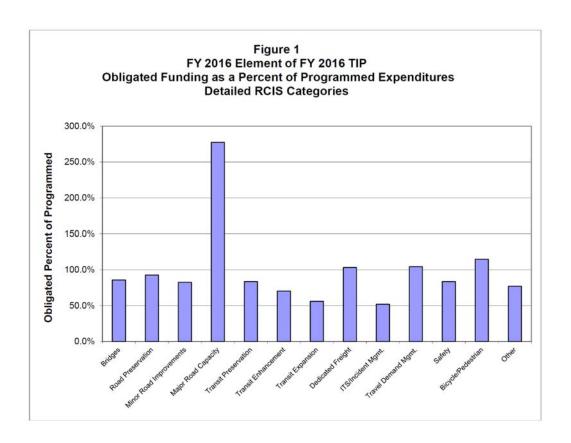


Table 2 shows that there are differences between the obligation amounts for federal and non-federal funds. Total **Federal obligations were 82.3%** of programmed expenditures; for Non-Federal funds **85.0%** of **State and Other funds** were obligated. In total, **84.1%** of all funds were obligated.

Programmed NJDOT federal funding in FY 2016 was \$594.88 million, of which \$513.85 million (86.4%) was obligated. A slightly lower percentage of NJDOT state funding and other funding were obligated: 84.2%. Unused state funding authority is carried forward to the next fiscal year. NJ TRANSIT funding was obligated at a level of 88.6% of its programmed state funding while only 78.2% of its federal funding.

Once again, it is important to note that programmed federal funding for NJDOT projects cannot be rolled over into the following fiscal year. Thus, unobligated NJDOT projects must find new funding for the next fiscal year. However, unobligated federal funding for NJ TRANSIT projects can be utilized in future fiscal years. This difference affects the amount of federal funding that gets obligated for NJDOT and NJ TRANSIT. Table 3 shows approximately \$266.25 million in the NJ TRANSIT prior year obligations that were awarded in FY 2016. These prior year obligations are not counted against FY 2016 obligation levels.

# Table 3 NJ TRANSIT Prior Year Obligations Detailed RCIS Board Categories

RCIS Board Categories	Obligated Prior Year TIP Funding (Million \$)
Transit Preservation	\$260.266
Transit Enhancement	\$5.983
Total:	\$266.249

# **NJ TRANSIT Sandy Recovery Obligations**

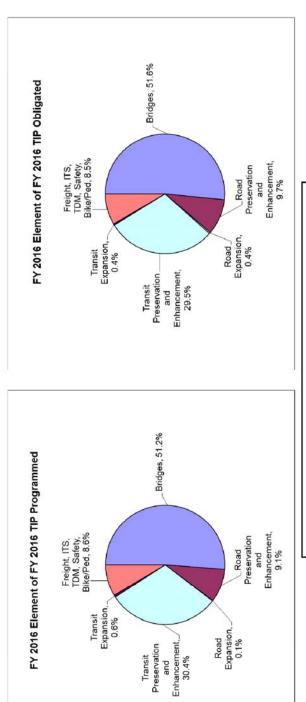
The U.S. Department of Transportation has awarded NJ TRANSIT Section 5324 funding through the Federal Transit Administration's Public Transportation Emergency Relief Program for repair, recovery and resiliency projects associated with Superstorm Sandy.

NJJ TRANSIT obligated \$548.52 million in Sandy Recovery projects in FY 2016. These funds are not included in FY 2016 TIP obligation calculations.

# Distribution of Programmed versus Obligated Funding, Compared with RCIS Goals

The RCIS spending goals are weighted heavily in favor of preservation and enhancement of existing facilities, both highway and transit. Figure 2 shows these distributions, using the RCIS categories.

Figure 2
Distribution Percent of Expenditures By RCIS Category



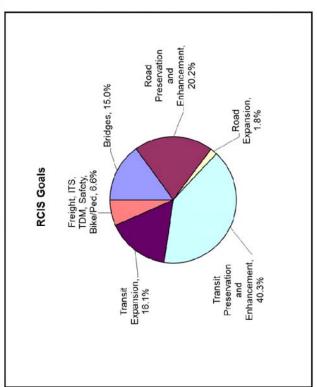


Figure 2 shows a relationship between obligated and programmed funding in FY 2016. Obligated funding for both Preservation and Enhancement categories (NJDOT and NJ TRANSIT) was a slightly higher proportion of total obligations than programmed funding (90.8% vs. 90.7%). The chart clearly shows the emphasis of transit preservation and roadway rehabilitation/resurfacing projects in FY 2016. Transit Expansion obligations decreased significantly from RCIS Goals levels (0.4% vs.16.1%) due to the cancellation of the Access to the Region's Core (ARC) project, while obligations for Bridges increased from RCIS Goals levels (51.6% vs. 15.0%). Overall, when bridges are combined with Roadway Preservation, obligations were significantly higher than RCIS goals (61.3% vs. 35.2%). Once again this is due to the emphasis on fixing large cost bridge projects.

### **Annual Listing of Obligated Projects**

Table 4 is a listing of projects in FY 2016 (each project in each county, region-wide or statewide programs, and transit projects and programs), including:

- 1. Work Phase of the project, e.g., the type of work that was programmed for FY 2016.
- 2. Funding Source, divided into federal and non-federal.
- 3. Original TIP Funds or the funds programmed at the time of TIP publication.
- 4. Revised TIP Amount, representing the amount of funding after TIP modifications and amendments during FY 2016.
- 5. FY 2016 Obligation, representing federal funding commitments made during FY 2016.

Table 4 is organized in much the same way as the project listing in FY 2016: NJDOT projects by county, NJDOT regionwide and statewide programs, and NJ TRANSIT projects and programs. Within each of those headings, projects are organized into those work phases that were not obligated, and those that were. Statewide programs are calculated using a multiplier of 75%, which represents the NJTPA's allocation of statewide funding, based on its share of New Jersey population.

# Table 4 NJTPA FY 2016 TIP FINAL OBLIGATION STATUS BY COUNTY (in \$ millions)

	NJDOT Projects						
	BERGEN COUNTY PROJECTS						
Work Phase	Funding FY16 Original FY16 Including FY16 Source Amount Revisions Obligation						
NS0109	Eighth Street Bridge						
CON	Non-Federal			\$1.70			
NS9606	Fifth Avenue Bridge (A	KA Fair Lawn A	venue Bridge) over	Passaic River			
ROW	Non-Federal			\$0.08			
CON	Non-Federal	\$13.30	\$13.30				
98546	Market Street/Essex St	reet/Rochelle A	venue				
PE	Federal	\$0.60	\$0.60	\$0.68			
799D	Ridge Road, and Orien	t Way, Bridges	over Rt. 3				
UTI	Non-Federal	\$1.00	\$1.00	\$1.05			
065C	Route 4, Bridge over	Palisade Avenu	e, Windsor Road an	d CSX Railroad			
DES	Federal	\$3.50	\$3.50				
94064	Route 4, Jones Road	Bridge					
ROW	Federal	\$0.50	\$0.50				
12408A	Route 7, Schuyler Ave	enue to Webster	r Avenue				
CON	Federal	\$2.50	\$2.50				
	Federa	al \$7.10	\$7.10	\$0.68			
	Non-Federa	al \$14.30	\$14.30	\$2.83			
	Bergen Total \$21.40 \$21.40 \$3.51						

	ESSEX COUNTY PROJECTS				
Work Phase	Funding Source	FY16 Original Amount	FY16 Including Revisions	FY16 Obligation	
98342	Bloomfield Avenue Bridge over Montclair Line				
PUC	Non-Federal			\$0.59	
CON	Non-Federal		\$7.75		
NS0504	Delancy Street, Ave	nue I to Avenue P			
ROW	Non-Federal	\$1.90	\$1.90	\$1.92	
08443	Irvington Center Str	eetscape			
CON	Federal	\$0.72	\$0.72		
ERC	Federal	\$0.72	\$0.72		
NS9812	McClellan Street Un	derpass			
ROW	Non-Federal			\$0.07	
11407	PANY&NJ-NJDOT P	Project Program			
ERC	Non-Federal	\$353.00	\$353.00	\$153.37	
N1501	Port Newark Contai Expansion Project	ner Terminal (PNC	CT) Access Improve	ment and	
CON	Federal	\$14.80	\$8.76	\$8.76	
CON	Non-Federal	\$34.20	\$47.24	\$47.24	
94047	Route 1&9, Haynes	-	I Improvements	· · · · · · · · · · · · · · · · · · ·	
CON	Federal	роганона	\$20.00	\$19.55	
12408B	Route 7, Mill Stree	t (CR 672) to Park	*	¥	
DES	Federal	\$1.50	\$1.50		
14369	Route 10 CR 508 (	*	to Merklin Avenue/	Kellev Drive	
CON	Non-Federal	\$3.70	\$3.70	\$3.52	
98540	Route 21, Newark F		•	•	
ERC	Federal	\$4.70	\$4.70		
12420	Route 23, Bloomfie	* -	• •	Transit	
CON	Federal	\$8.00	\$8.00	Transit	
9233B6	Route 23, Route 80	*	*		
PE	Federal	\$1.50	\$1.50		
9233B3	Route 46, Passaic	¥	· · · · · · · · · · · · · · · · · · ·		
ROW	Federal	Avenue to WillOW	\$0.55	\$0.65	
CON	Federal	\$10.00	ψ0.00	ψυ.υυ	
06366B	Route 46, Route 28	•	mnton Avenue) ITS		
DES	Federal	\$0.50	\$0.50		
00314	Route 280, Route 21	¥0.00	*		
CON	Federal	42.15 \$42.15	\$42.15	\$42.15	
12318			•		
	Transit	ip over 1st & Oran	ige Streets, Newark	Subway & NJ	
PE	Federal	\$1.50	\$1.50		
PE	Federal		Belt Extension		
PE <b>NS9801</b>	Federal  Two Bridges Road I  Non-Federal	Bridge and West E	Belt Extension	\$71.11	
PE <b>NS9801</b>	Federal  Two Bridges Road I  Non-Federal	\$18.00 serial \$86.09	\$18.00 \$90.60	\$71.11 \$206.71	

HUDSON COUNTY PROJECTS					
Work Phase	Funding I Source	FY16 Original Amount	FY16 Including Revisions	FY16 Obligation	
11407	PANY&NJ-NJDOT Proj	ect Program			
ERC	Non-Federal	\$353.00	\$353.00	\$153.37	
08440	Riverbank Park Bike Ti	rail			
ERC	Federal	\$1.68	\$1.68		
08346	Route 3, Bridge over	Northern Second	dary & Ramp A		
DES	Federal		\$2.90	\$2.91	
ROW	Federal		\$1.00		
12408A	Route 7, Schuyler Ave	enue to Webster	Avenue		
CON	Federal	\$2.50	\$2.50		
00314	Route 280, Route 21 In	terchange Impro	vements		
CON	Federal	\$42.15	\$42.15	\$42.15	
N1301	Route 440, Bayonne Bi	ridge Navigation	al Clearance Proje	ct	
ERC	Non-Federal	\$230.00	\$230.00	\$230.00	
06373	Route 495, Route 1&9/	Paterson Plank F	Road Bridge		
CON	Federal	\$29.93	\$5.50		
	Federa	al \$76.26	\$55.73	\$45.06	
	Non-Federa	s \$583.00	\$583.00	\$383.37	
	Hudson ⁻	Total \$659.26	\$638.73	\$428.43	

HUNTERDON COUNTY PROJECTS					
Work Phase	Funding F Source	Y16 Original Amount	FY16 Including Revisions	FY16 Obligation	
NS9806	Church Street Bridge, C	CR 579			
DES	Federal		\$0.70		
DES	Non-Federal	\$0.70			
15322	Delaware & Raritan Car	nal Bridges			
PE	Non-Federal	\$0.20	\$0.20		
ERC	Non-Federal	\$2.00	\$2.00		
NS9703	Milford-Warren Glen Ro	oad, CR 519			
ROW	Non-Federal			\$1.22	
12401	Route 31, Bull Run Roa	ad to Branch of	Stoney Brook		
CON	Federal	\$1.08	\$1.08		
NS0309	Route 78, Pittstown Ro	oad (Exit 15), Int	terchange Improven	nents (CR 513)	
ROW	Non-Federal	\$1.00	\$1.00	\$0.13	
NS9906	Wertsville Road Bridge	(E-174) over Tr	ibutary of Back Bro	ok, CR 602	
CON	Non-Federal			(\$0.13)	
	Federa	l \$1.08	\$1.78	\$0.00	
	Non-Federa	l \$3.90	\$3.20	\$1.21	
	Hunterdon T	otal \$4.98	\$4.98	\$1.21	

MIDDLESEX COUNTY PROJECTS				
Work Phase	•	16 Original Amount	FY16 Including Revisions	FY16 Obligation
15322	Delaware & Raritan Cana	l Bridges		
PE	Non-Federal	\$0.20	\$0.20	
ERC	Non-Federal	\$2.00	\$2.00	
908A	Middlesex County Roadw	ay Improvem	ents	
ERC	Non-Federal	\$0.10	\$0.10	
079A	Route 9/35, Main Street	Interchange		
PE	Federal	\$2.00	\$2.00	
10354	Route 18, East Brunswic	k, Drainage a	nd Pavement Rehak	ilitation
DES	Federal	\$2.40	\$2.40	
10316A	Route 27 ADA Ramps, E	vergreen St to	Elizabeth River	
DES	Federal	•	\$2.50	\$2.70
04360	Route 35, Perth Amboy (	Connector, Br	idge Replacement	
CON	Federal	\$7.00	\$7.00	
11309	Route 130, Westfield Ave	. to Main Stre	et	
DES	Federal	\$0.66	\$0.66	\$0.91
ROW	Federal	\$0.10	\$0.10	
9169Q	Route 287, Interchange 1	0 Ramp Impr	ovements	
PE	Federal	\$0.50	\$0.50	
9169R	Route 287, River Road (C	R 622), Interd	hange Improvemen	ts
PE	Federal	\$0.75	\$0.75	
98541	South Amboy Intermodal	Center		
EC	Federal		\$3.10	\$2.07
ERC	Non-Federal	\$3.00	\$3.00	
	Federal	\$13.41	\$19.01	\$5.68
	Non-Federal	\$5.30	\$5.30	\$0.00
	Middlesex To	tal \$18.71	\$24.31	\$5.68

MONMOUTH COUNTY PROJECTS					
Work Phase	•	Original mount	FY16 Including Revisions	FY16 Obligation	
NS9811	County Route 6 Bridge (M	A-14)			
CON	Non-Federal			\$24.15	
HP01002	Halls Mill Road				
ROW	Federal	\$1.00	\$1.00		
NS9306	Monmouth County Bridges Creek	W7, W8, W	9 over Glimmer Glas	s and Debbie's	
DES	Federal	\$3.16	\$3.16		
EC	Non-Federal			\$0.30	
12379	Route 33 Business, Bridge	over Conra	ail Freehold Seconda	ary Branch	
PE	Federal	\$0.80	\$0.80		
11315	Route 34, Bridge over form	ner Freehold	d and Jamesburg Ra	ilroad	
DES	Federal	\$1.00	\$1.00		
96040	Route 34, Colts Neck, Inter	rsection Imp	provements (CR 537)	)	
CON	Federal	\$7.53	\$7.53		
CON	Non-Federal	\$2.51	\$2.51		
11307	Route 34, CR 537 to Wash	ington Ave.	, Pavement		
CON	Federal	\$1.00	\$1.00		
12308	Route 35, North of Lincoln	Dr to Nave	sink River Bridge		
CON	Federal	\$4.10	\$4.10		
12376	Route 36, North of Stone F	Road to Rou	te 35, Pavement		
	Non-Federal			\$2.83	
14357	Route 66, Jumping Brook	Road to Bo	wne Road/Wayside F	Road	
PE	Federal	\$1.10	\$1.10	\$1.55	
11379	Route 71, Main Ave to Ced	ar Ave, Pav	ement		
CON	Federal	\$9.80	\$14.80	\$21.55	
HP01001	Route 71, Wyckoff Road, C	R 547			
DES	Federal	\$0.50	\$0.50		
	Federal	\$29.99	\$34.99	\$23.09	
	Non-Federal	\$2.51	\$2.51	\$27.28	
	Monmouth Tota	\$32.50	\$37.50	\$50.38	

MORRIS COUNTY PROJECTS				
Work Phase	Funding F Source	Y16 Original Amount	FY16 Including Revisions	FY16 Obligation
NS9708	Landing Road Bridge O	ver Morristown	Line, CR 631	
DES	Non-Federal	\$1.00	\$1.00	
NS9803	NY Susquehanna and V	Vestern Rail Lin	e Bicycle/Pedestria	n Path
ROW	Non-Federal	\$5.00	\$5.00	
NS9802	Openaki Road Bridge			
DES	Non-Federal	\$1.00	\$1.00	
12303	Route 10, EB widening	from Route 202	2 to Route 53	
PE	Federal	\$1.00	\$1.00	
12436	Route 10, WB Rt 287 to	Jefferson Rd		
DES	Federal	\$0.90	\$0.90	\$0.47
14334	Route 15 NB, Bridge ov	er Lake Hopato	ong	
CON	Federal	\$1.70	\$1.70	\$1.54
11424	Route 23, Alexander Ro	_	ike Road	
CON	Federal	\$14.17	\$14.17	
13316	Route 46, Canfield Ave	nue		
PE	Federal	\$0.50	\$0.50	
06366A	Route 46, Main Street/V	Voodstone Roa	d (CR 644) to Route	287, ITS
DES	Federal	\$0.50	\$0.50	
06366D	Route 46, Main Street/V	Voodstone Roa	d (CR 644) to Route	80
DES	Federal	\$0.80	\$0.80	
06366B	Route 46, Route 287 to	=	= = =	
DES	Federal	\$0.50	\$0.50	
14368	Route 46, Sand Shore I			
CON	Non-Federal	\$3.55	\$3.55	\$2.59
9237	Route 57/182/46, Hacket	ettstown Mobilit		
PE	Federal	<b>^</b>	\$0.44	\$0.44
ROW	Federal	\$0.50		
93139	Route 80, Route 15 Inte		<b>#</b> 0.00	<b>#0.70</b>
PE	Federal	\$3.80	\$6.80	\$6.73
13350	Route 15 and Berkshire			<b>CO C</b> 4
PE	Federal	\$0.30	\$0.30	\$0.64
14370	Route 280 WB, Route 80			<b>\$4.50</b>
CON	Non-Federal	\$2.00	\$2.00	\$1.59
<b>NS9801</b> CON	Two Bridges Road Brid Non-Federal	ge and west be \$18.00	\$18.00	
NS0107	Waterloo Road over Mu			
ROW	Non-Federal	\$0.28	\$0.28	
	HOIT I CUGICI	Ψ0.20	ψυ.Ζυ	
	Federal	\$24.67	\$27.61	\$9.83
	Non-Federal	•	\$30.83	\$4.18
	Morris T		\$58.44	\$14.01

	OCEAN C	OUNTY P	ROJECTS	
Work Phase		6 Original Amount	FY16 Including Revisions	FY16 Obligation
NS0414	Garden State Parkway Inte	erchange 91	Improvements and E	Burnt Tavern Road
CON	Non-Federal			\$0.76
08316	Route 9, Bridge over Wa	retown Cree	k	
DES	Federal		\$0.96	\$0.96
ROW	Federal		\$0.25	\$0.25
CON	Federal	\$3.43		
14365	Route 9, Garden State Pa	arkway Ramp	to Westecunk Cree	k
CON	Non-Federal	\$7.50	\$7.50	
11418	Route 9, Indian Head Roa	ad to Centra	Ave/Hurley Ave, Pa	vement
DES	Federal	\$0.75		
10307	Route 70, East of North B	ranch Road	to CR 539	
DES	Federal	\$0.83	\$0.83	\$1.14
94071A	Route 72, East Road			
UTI	Federal	\$4.20	\$4.20	
CON	Federal	\$0.50	\$0.50	
00357D1	Route 72, Manahawkin Ba	ay Bridges,	Contract 5A - Enviro	nmental Mitigation
DES	Federal		\$2.00	\$2.00
CON	Federal		\$4.63	\$4.63
00357C	Route 72, Manahawkin Ba	ay Bridges, C	Contract 4	
CON	Federal	\$7.63	\$17.63	\$20.71
14324	Route 166, Bridges over B	Branch of To	ms River	
PE	Federal		\$1.00	
DES	Federal	\$0.75		
9028	Route 166, Toms River Tw	p., Highland	Parkway to Old Free	ehold Road,
	operational improvements		•	·
CON	Non-Federal			\$16.73
	Federal	\$18.09	\$32.00	\$29.68
	Non-Federal	\$7.50	\$7.50	\$17.49
	Ocean Tota	al \$25.59	\$39.50	\$47.17

	PASSAIC	PASSAIC COUNTY PROJECTS					
Work Phase	Funding F Source	Y16 Original Amount	FY16 Including Revisions	FY16 Obligation			
NS0109	Eighth Street Bridge						
CON	Non-Federal	on-Federal					
NS9606	Fifth Avenue Bridge (AM	(A Fair Lawn A	venue Bridge) over	Passaic River			
ROW	Non-Federal			\$0.08			
CON	Non-Federal	\$13.30	\$13.30				
NS9803	NY Susquehanna and W	lestern Rail Lin	ne Bicycle/Pedestria	n Path			
ROW	Non-Federal	\$5.00	\$5.00				
059B	Route 3, Route 46, Val Contract B	lley Road and N	Notch/Rifle Camp Ro	ad Interchange,			
DES	Federal		\$4.60	\$4.85			
12420	Route 23, Bloomfield A	venue (CR 506)	to Bridge over NJ	<b>Transit</b>			
CON	Federal	\$8.00	\$8.00				
11424A	Route 23, High Crest D	rive to Macopir	n River				
PE	Federal	\$0.80	\$0.80				
9233B6	Route 23, Route 80 and	Route 46 Inter	change				
PE	Federal	\$1.50	\$1.50				
9233B3	Route 46, Passaic Aver	nue to Willowbr	ook Mall				
ROW	Federal		\$0.55	\$0.65			
CON	Federal	\$10.00					
06366C	Route 46, Route 23 (Po	mpton Avenue	) to Route 20, ITS				
DES	Federal	\$0.50	\$0.50				
06366B	Route 46, Route 287 to	Route 23 (Pom	pton Avenue), ITS				
DES	Federal	\$0.50	\$0.50				
11341	Route 80 EB, Fairfield F	Road (CR 679) 1	to Route 19				
DES	Federal	\$0.80	\$0.80				
NS9801	Two Bridges Road Bridge	ge and West Be	elt Extension				
CON	Non-Federal	\$18.00	\$18.00				
NS9607	West Brook Road Bridg	e over Wanaqu	e Reservoir				
LOC	Non-Federal			\$1.03			
	Federal	\$22.10	\$17.25	\$5.49			
	Non-Federal	\$36.30	\$36.30	\$2.81			
	Passaic T	otal \$58.40	\$53.55	\$8.30			

	SOMERSE	T COUNTY	PROJECTS				
Work Phase	Funding F ^v Source	Y16 Original Amount	FY16 Including Revisions	FY16 Obligation			
N1407	County Bridge K0607, N	County Bridge K0607, New Brunswick Road over Al's Brook					
DES	Non-Federal	ederal \$0.50					
15322	Delaware & Raritan Cana	al Bridges					
PE	Non-Federal	\$0.20	\$0.20				
ERC	Non-Federal	\$2.00	\$2.00				
N1125	North Plainfield Downto Phase)	wn Streetscap	e and Pedestrian Im	provements (Final			
ERC	Federal	\$0.30	\$0.30				
06318G	Rail Replacement on Co	nrail's Port Re	ading Secondary (L	iberty Corridor)			
ERC	Federal	\$1.50	\$1.50				
ERC	Non-Federal	\$3.35	\$3.35				
02372B	Route 202, First Avenue	Intersection In	mprovements				
DES	Federal	\$0.50	\$0.50				
780B	Route 206, Doctors Way	to Valley Road	d				
DES	Federal		\$4.03	\$4.05			
ROW	Federal		\$5.67	\$5.67			
02372A	Route 206, Southbound	Merge Improv	ements with I-287 R	amp			
PE	Federal		\$0.30	\$0.24			
DES	Federal	\$0.30					
ROW	Non-Federal	\$0.05	\$0.05				
780A	Route 206, Valley Road	to Brown Aven	nue				
DES	Federal	\$2.50	\$2.50				
9169Q	Route 287, Interchange	10 Ramp Impro	ovements				
PE	Federal	\$0.50	\$0.50				
04389	Route 287/78, I-287/202/2	206 Interchang	je Improvements				
CON	Federal	\$10.00	\$10.00	\$10.00			
	Federal	\$15.60	\$25.29	\$19.95			
	Non-Federal	\$5.60	\$6.10	\$0.00			
	Somerset To	otal \$21.20	\$31.39	\$19.95			

SUSSEX COUNTY PROJECTS						
Work Phase	Funding Source	FY16 Original Amount	FY16 Including Revisions	FY16 Obligation		
08348	Route 23, Bridge over	Branch of Walli	kill River			
CON	Federal	\$2.35	\$2.35			
96039	Route 23, Hardyston Township Improvements					
ROW	Federal	\$1.20	\$1.20			
14366	Route 94, Route 15 (La	afayette Road) t	o Bayberry Lane			
CON	Non-Federal	\$2.00	\$2.00	\$2.63		
10333	Route 206, South of Pa	terson Ave. to S	South of Pine Rd.			
CON	Federal	\$12.80	\$12.80	\$10.73		
NS0107	Waterloo Road over Mu	usconetcong Ri	ver			
ROW	Non-Federal	\$0.28	\$0.28			
	Federa	al \$16.35	\$16.35	\$10.73		
	Non-Federa	ıl \$2.28	\$2.28	\$2.63		
	Sussex	Гotal \$18.63	\$18.63	\$13.36		

	UNION COUNTY PROJECTS						
Work Phase	•	Original ount	FY16 Including Revisions	FY16 Obligation			
NS0408	Gordon Street over "Out of S	Service" Co	onrail Branch, Repla	acement			
ROW	Non-Federal	\$0.20	\$0.20				
09341	New Providence Downtown	New Providence Downtown Streetscape					
CON	Federal	\$0.25	\$0.25				
12311	Route 1&9, Avenue C to Sy	Ivan Street	t				
PE	Federal	\$0.30	\$0.30				
95023	Route 1&9, Interchange at	Route I-278	3				
DES	Non-Federal	\$2.00	\$2.00				
658C	Route 22, Bloy Street to Lib	erty Avenu	ie				
ROW	Federal		\$3.00	\$3.25			
14330	Route 22, Bridge over Echo	Lake					
PE	Federal	\$0.25	\$0.25				
04361	Route 22, Chestnut Street B	ridge Rep	lacement (CR 626)				
ROW	Federal	\$1.77	\$1.77				
658E	Route 22, Hilldale Place/Nor	rth Broad S	Street				
ROW	Federal	\$1.00	\$1.00	\$1.58			
658B	Route 22, Westbound, Vicin	ity of Vaux	Hall Road to West	of Bloy Street			
DES	Federal		\$1.25	\$1.26			
ROW	Federal	\$0.35					
10316A	Route 27 ADA Ramps, Ever	green St to	Elizabeth River				
DES	Federal		\$2.50	\$2.70			
12437	Route 27, Grand Street NB I	ntersectio	n				
CON	Federal		\$1.25	\$0.86			
12421	Route 28, Grove Street to H	ighland Av	renue				
CON	Federal	\$6.49	\$6.49				
11404	Route 82, Caldwell Avenue	to Lehigh	Avenue				
DES	Federal	\$0.60	\$0.60				
94019	Route 82, Rahway River Bri	dge					
PE	Federal	\$1.00	\$1.00				
N1205	Route 278, Goethals Bridge	-	ent				
PE	Non-Federal	\$15.00	\$15.00	\$15.00			
CON	Non-Federal	\$485.00	\$485.00	\$485.00			
ERC	Non-Federal	\$220.00	\$220.00	\$220.00			
08434	St. Georges Avenue Improve						
ERC	Federal	\$0.36	\$0.36				
	Federal	\$12.36	\$20.01	\$9.63			
	Non-Federal	\$722.20	\$722.20	\$720.00			
	Union Total	\$734.56	\$742.21	\$729.63			

Work		Original	FY16 Including	FY16
Phase	Source An	nount	Revisions	Obligation
09325	Route 31, Bridge over Furn	ace Brook		
DES	Federal	\$0.40	\$0.40	
12422	Route 31, Franklin Road (C	R 634) to Ro	ute 46	
CON	Federal	\$7.32	\$7.32	
11340	Route 46, Route 163 to Wat	er Street (CI	R 620)	
CON	Federal	\$5.00	\$5.00	\$6.43
97062B	Route 57, CR 519 Intersecti	on Improve	ment	
DES	Federal	\$0.60	\$0.60	
12423	Route 57, Port Murray Rd (0	CR 629) to C	laremont Rd	
CON	Federal	\$3.15	\$5.85	\$5.25
14372	Route 57, Route 22 to Route	e 31		
CON	Non-Federal	\$2.90	\$2.90	
9237	Route 57/182/46, Hackettsto	own Mobility	Improvements	
PE	Federal		\$0.44	\$0.44
ROW	Federal	\$0.50		
09320	Route 173, Bridge over Poh	atcong Cree	k	
CON	Federal	\$4.55		
14364	Route 94, Mohican Road to	Kerr Road		
CON	Non-Federal	\$3.30	\$3.30	\$1.10
	Federal	\$21.52	\$19.61	\$12.12
	Non-Federal	\$6.20	\$6.20	\$1.10
	Warren Total	\$27.72	\$25.81	\$13.22
		<b>.</b>		*
	Ladaral	\$278.47	\$308.19	\$197.12
	Federal Non-Federal	\$1,373.36	\$1,386.40	\$1,165.92

## Table 4 NJTPA FY 2016 TIP FINAL OBLIGATION STATUS (in \$ millions)

NJDOT Programs *				
Work Phase	Funding Source	FY16 Original Amount	FY16 Including Revisions	FY16 Obligation
X12	Acquisition of Right of Way	у		
ROW	Non-Federal	\$0.25	\$0.25	
13303	Active Traffic Management	System (ATMS)		
ERC	Federal	\$1.00	\$1.00	
11344	ADA Curb Ramp Implemen	tation		
ERC	Federal	\$1.00	\$1.00	\$13.40
ERC	Non-Federal	\$1.00	\$1.00	
08415	Airport Improvement Progr	ram		
ERC	Non-Federal	\$4.00	\$4.00	\$4.00
04311	Asbestos Surveys and Aba	itements		
DES	Non-Federal	\$0.50	\$0.50	
01335	Betterments, Dams			
EC	Non-Federal	\$0.35	\$0.35	\$0.26
X72B	Betterments, Roadway Pre		·	·
EC	Non-Federal	\$10.20	\$10.20	\$9.98
X72C	Betterments, Safety	*	,	*****
EC	Non-Federal	\$7.00	\$7.00	\$6.78
X185	Bicycle & Pedestrian Facili	ties/Accommodation	· · · · · · · · · · · · · · · · · · ·	¥
ERC	Federal	\$5.00	\$5.00	\$8.46
ERC	Non-Federal	\$1.00	\$1.00	\$0.88
03304	Bridge Deck/Superstructur	· · · · · · · · · · · · · · · · · · ·	· · · · · · · · · · · · · · · · · · ·	*****
ERC	Federal	\$35.00	\$56.56	\$50.41
98315	Bridge Emergency Repair	φοσ.σσ	ψου.ου	ΨΟΟ. 11
EC	Non-Federal	\$17.00	\$17.00	\$17.95
X07A	Bridge Inspection	ψ17.00	ψ17.00	ψ17.55
EC EC	Federal	\$21.40	\$21.40	\$20.93
		¥=	• •	\$20.93
14404	Bridge Maintenance and R		<del>-</del>	<b>600.7</b> 5
EC	Non-Federal	\$21.00	\$21.00	\$20.75
X70	Bridge Management System		Φο οο	
EC	Federal	\$0.80	\$0.80	
13323	Bridge Preventive Mainten		<b>*</b>	<b>.</b>
EC	Federal	\$20.00	\$35.00	\$27.85
EC	Non-Federal	\$22.00	\$22.00	\$21.93
08381	Bridge Replacement, Futur	-	<b>A.</b>	٠
ERC	Federal	\$1.00	\$1.00	\$1.49
98316	Bridge Scour Countermeas			
ERC	Federal	\$0.50	\$0.50	
98319	Capital Contract Payment			
EC	Non-Federal	\$1.50	\$1.50	
02379	Congestion Relief, Intellige	ent Transportation	System Improvements (S	Smart Move Program
ERC	Non-Federal	\$2.00	\$2.00	\$1.92

^{*} NJTPA estimates to receive 75% share of Statewide program funding.

Work Phase	Funding Source	FY16 Original Amount	FY16 Including Revisions	FY16 Obligation
02378	Congestion Relief, Operatio	nal Improvements	(Fast Move Program)	
EC	Non-Federal	\$1.00	\$1.00	
X180	Construction Inspection			
EC	Non-Federal	\$8.00	\$8.00	\$8.10
05304	Construction Program IT Sy	7)		
EC	Non-Federal	\$0.50	\$0.50	\$0.75
X242	Crash Reduction Program			
EC	Federal	\$5.00	\$5.00	\$3.51
99322A	<b>Culvert Inspection Program</b>	, Locally-owned S	ructures	
EC	Non-Federal	\$3.00	\$3.00	
99322	<b>Culvert Inspection Program</b>	, State-owned Stru	ictures	
EC	Non-Federal	\$0.70	\$0.70	\$0.70
09316	Culvert Replacement Progra	am		
ERC	Federal	\$2.00	\$2.00	\$0.31
ERC	Non-Federal	\$2.00	\$2.00	
X142	DBE Supportive Services Pr	ogram		
EC	Federal	\$0.25	\$0.25	\$0.33
X106	Design, Emerging Projects			
DES	Federal	\$1.00	\$1.00	\$0.81
DES	Non-Federal	\$6.50	\$6.50	\$10.53
05342	Design, Geotechnical Engin	eering Tasks		
DES	Non-Federal	\$0.50	\$0.50	\$0.50
X197	Disadvantaged Business Er	nterprise		
EC	Federal	\$0.10	\$0.10	
X154D	Drainage Rehabilitation & In	nprovements		
EC	Federal	\$8.00	\$8.00	
X154	Drainage Rehabilitation and	Maintenance, Sta	te	
EC	Non-Federal	\$10.00	\$10.00	\$15.56
X241	Electrical Facilities			
EC	Non-Federal	\$5.45	\$5.45	\$5.45
04324	Electrical Load Center Repla	acement, Statewid	е	
ERC	Non-Federal	\$2.00	\$2.00	
X75	Environmental Investigation	ıs		
EC	Non-Federal	\$3.00	\$3.00	\$4.24
03309	Environmental Project Supp	ort		
ERC	Non-Federal	\$0.40	\$0.40	\$0.20
X15	Equipment (Vehicles, Const	ruction. Safetv)	·	<u> </u>
EC	Non-Federal	\$12.00	\$12.00	\$15.23
X15A	Equipment, Snow and Ice R	emoval	·	<u>.                                    </u>
EC	Non-Federal	\$5.00	\$5.00	\$4.99
00377	Ferry Program	Ţ	¥ - × <del>-</del>	<del>,</del>
ERC	Federal	\$2.00	\$2.00	\$1.98
09388	Highway Safety Improvemen			<del>,</del>
EC	Federal	\$4.00	\$4.00	\$5.35
15343	Intelligent Traffic Signal Sys	· · · · · · · · · · · · · · · · · · ·	ψσσ	ψο.οο
ERC	Federal	\$5.00	\$5.00	
LING	i Guerai	φυ.υυ	φ3.00	

^{*} NJTPA estimates to receive 75% share of Statewide program funding.

Work Phase	Funding Source	FY16 Original Amount	FY16 Including Revisions	FY16 Obligation
13304	Intelligent Transportation S	ystem Resource C	enter	
EC	Federal	\$3.10	\$3.10	
98333	Intersection Improvement P	rogram (Project In	nplementation)	
ERC	Federal	\$1.00	\$1.00	
ERC	Non-Federal	\$0.25	\$0.25	
X151	Interstate Service Facilities			
EC	Non-Federal	\$0.50	\$0.50	\$0.50
13305	Job Order Contracting Infra	= = = = = = = = = = = = = = = = = = =		
EC	Federal	\$7.00	\$7.00	
X137	Legal Costs for Right of Wa			
EC	Non-Federal	\$1.60	\$1.60	\$1.60
06327	Local Aid Grant Managemen	<del>-</del>		
EC	Non-Federal	\$0.17	\$0.17	\$0.15
X186	Local Aid, Infrastructure Fu			
ERC	Non-Federal	\$7.50	\$7.50	\$3.81
08387	Local Bridges, Future Needs			
ERC	Non-Federal	\$25.00	\$25.00	\$24.00
X065	Local CMAQ Initiatives			
EC	Federal	\$5.00	\$5.00	\$7.17
06326	Local Concept Developmen	= =		
PLS	Federal	\$2.93	\$2.93	
X41B1	Local County Aid, NJTPA			
ERC	Non-Federal	\$51.52	\$51.52	\$50.52
X98B1	Local Municipal Aid, NJTPA			
ERC	Non-Federal	\$53.08	\$53.08	\$53.08
X98Z	Local Municipal Aid, Urban	Aid		
ERC	Non-Federal	\$5.00	\$5.00	\$5.00
N1202	Local Preliminary Engineeri	_		
ERC	Federal	\$2.00	\$2.00	
04314	Local Safety/ High Risk Rura	al Roads Program		
ERC	Federal	\$15.00	\$15.00	\$17.70
X196	Maintenance & Fleet Manag	-		
EC	Non-Federal	\$0.75	\$0.75	\$0.79
01309	Maritime Transportation Sys			
EC	Non-Federal	\$1.00	\$1.00	\$1.00
X30A	Metropolitan Planning			
PLS	Federal	\$16.47	\$16.47	\$14.06
07332	Minority and Women Workfo	•		
EC	Non-Federal	\$1.00	\$1.00	\$0.50
13306	Mobility and Systems Engin			
EC	Federal	\$14.00	\$14.00	\$13.86
EC	Non-Federal	\$1.70	\$1.70	\$2.14
X233	Motor Vehicle Crash Record			
EC	Federal	\$2.00	\$5.60	\$2.31
X34	New Jersey Rail Freight Ass	<del>-</del>		
EC	Non-Federal	\$8.00	\$8.00	\$8.00

^{*} NJTPA estimates to receive 75% share of Statewide program funding.

Work Phase	Funding Source	FY16 Original Amount	FY16 Including Revisions	FY16 Obligation
X200C	New Jersey Scenic Byway	s Program		
ERC	Federal	\$0.50	\$0.50	
N063	NJTPA, Future Projects			
ERC	Federal	\$6.43		
ERC	Non-Federal	\$70.50	\$70.00	\$3.68
99372	Orphan Bridge Reconstru	ction		
EC	Non-Federal	\$1.50	\$1.50	\$1.78
X28B	Park and Ride/Transporta	tion Demand Manag	ement Program	
EC	Non-Federal	\$1.00	\$1.00	\$0.15
X51	Pavement Preservation	<u> </u>	<u> </u>	·
EC	Federal	\$10.00	\$20.00	\$27.85
06403	Pedestrian Safety Improve	· · · · · · · · · · · · · · · · · · ·	· · · · · · · · · · · · · · · · · · ·	·
ERC	Non-Federal	\$1.50	\$1.50	
06401	Pedestrian Safety Improve	· · · · · · · · · · · · · · · · · · ·	Ŧ · · • •	
ERC	Federal	\$3.00	\$3.00	
X29	Physical Plant	ψ0.00	ψυ.υυ	
ERC	Non-Federal	\$10.00	\$10.00	\$10.00
X30	Planning and Research, F	· · · · · · · · · · · · · · · · · · ·	Ψ10.00	Ψ10.00
PLS	Federal	\$25.70	\$25.70	\$20.57
X140		•	Ψ23.70	Ψ20.51
PLS	Planning and Research, S Non-Federal	\$1.00	\$1.00	\$0.69
		· · · · · · · · · · · · · · · · · · ·	· · · · · · · · · · · · · · · · · · ·	Φ0.09
X135	Pre-Apprenticeship Traini Federal			<b>CO 10</b>
EC		\$0.50	\$0.50	\$0.18
X10	Program Implementation (	•	<b>ሲ</b> ባር ባባ	<b>COO O</b> 4
EC	Non-Federal	\$95.00	\$95.00	\$89.04
10344	Project Development: Con			•
CD	Non-Federal	\$5.00	\$5.00	\$5.00
05341	Project Management & Re			
EC	Non-Federal	\$0.60	\$0.60	
X35A1	Rail-Highway Grade Cross			<b>.</b>
EC	Federal	\$6.50	\$6.50	\$8.71
X35A	Rail-Highway Grade Cross			
CON	Non-Federal	\$4.60	\$4.60	\$4.91
99409	Recreational Trails Progra			
ERC	Federal	\$0.90	\$0.90	\$0.34
X144	Regional Action Program			
EC	Non-Federal	\$1.00	\$1.00	\$1.00
X03A	Restriping Program & Line	e Reflectivity Manag	ement System	
EC	Federal	\$14.00	\$14.00	\$0.81
X03E	Resurfacing Program			
EC	Non-Federal	\$80.00	\$80.00	\$60.49
99327A	Resurfacing, Federal			
ERC	Federal	\$5.00	\$5.00	\$33.57
05339	Right of Way Database/Do			
EC	Non-Federal	\$0.10	\$0.10	

^{*} NJTPA estimates to receive 75% share of Statewide program funding.

Work Phase	Funding Source	FY16 Original Amount	FY16 Including Revisions	FY16 Obligation
05340	Right of Way Full-Service	Consultant Term Ag	greements	
ROW	Federal	\$0.10	\$0.10	
ROW	Non-Federal	\$0.05	\$0.05	
X152	Rockfall Mitigation			
ERC	Federal	\$2.00	\$2.00	\$2.46
99358	Safe Routes to School Pro	ogram		
ERC	Federal	\$5.59	\$5.59	\$5.16
06402	Safe Streets to Transit Pro	ogram		
EC	Non-Federal	\$1.00	\$1.00	\$0.78
13307	Salt Storage Facilities - St	tatewide	·	<u>·</u>
ERC	Non-Federal	\$3.50	\$3.50	\$3.50
15807	Segment Improvement Pr		¥5.55	¥3.55
ERC	Federal	\$1.00	\$1.00	
X239	Sign Structure Inspection	· · · · · · · · · · · · · · · · · · ·	Ψ1.00	
EC	Non-Federal	\$1.80	\$1.80	\$1.80
X239A	Sign Structure Rehabilitat		· · · · · · · · · · · · · · · · · · ·	Ψ1.00
ERC	Federal	\$3.00	\$3.00	\$9.50
		¥0.00	φ3.00	φ9.50
X39	Signs Program, Statewide		<b>ФО ГО</b>	
EC EC	Federal Non-Federal	\$0.50 \$1.50	\$0.50 \$1.50	¢4.20
-			\$1.50	\$1.20
X160	Solid and Hazardous Was	· · · · · · · · · · · · · · · · · · ·		<b>#4.00</b>
EC	Non-Federal	\$1.33	\$1.33	\$1.28
X150	State Police Enforcement			
EC	Non-Federal	\$4.00	\$4.00	\$4.00
13308	Statewide Traffic Operation	= =	-	
EC	Federal	\$15.00	\$15.00	\$2.14
14300	Title VI and Nondiscrimina	•		
EC	Non-Federal	\$0.15	\$0.15	\$0.05
X66	Traffic Monitoring System	IS		
PLS	Federal	\$12.91	\$12.91	\$7.14
PLS	Non-Federal	\$1.00	\$1.00	\$0.90
EC	Federal	\$3.90	\$3.90	
X47	Traffic Signal Replacemen	nt		
EC	Non-Federal	\$9.00	\$9.00	\$8.11
X244	Training and Employee De	evelopment		
EC	Federal	\$1.00	\$1.00	\$1.80
01316	Transit Village Program			
EC	Non-Federal	\$1.00	\$1.00	\$0.70
X107	Transportation Alternative	es Program		
ERC	Federal	\$11.22	\$11.22	\$1.92
X43	Transportation Demand M	lanagement Progran	n Support	
PLS	Federal	\$0.25	\$0.25	\$0.25
11383	Transportation Manageme			
EC	Federal	\$4.20	\$4.20	\$4.11
X126	Transportation Research			<u> </u>
EC	Non-Federal	\$0.50	\$0.50	\$0.25
LO	11011 I Guotal	Ψ0.00	ψ0.00	Ψ0.20

^{*} NJTPA estimates to receive 75% share of Statewide program funding.

Work Phase	Funding Source	FY16 Original Amount	FY16 Including Revisions	FY16 Obligation
04364	Transportation Safety Resou	ırce Center (TSRC	<u>;</u>	
EC	Federal	\$1.20	\$1.20	
X11	Unanticipated Design, Right	of Way and Cons	truction Expenses, Stat	е
ERC	Non-Federal	\$23.85	\$23.85	\$11.79
15344	Utility Pole Mitigation			
EC	Federal	\$0.18	\$0.18	\$0.32
X182	Utility Reconnaissance and	Relocation		
EC	Non-Federal	\$7.00	\$7.00	\$10.88
X199	Youth Employment and TRA	C Programs		
EC	Federal	\$0.30	\$0.30	
	Federal Non-Federal	\$316.40 \$632.39	\$360.14 \$631.89	\$316.74 \$523.76
	NJDOT Programs Tota	al \$948.80	\$992.03	\$840.50

^{*} NJTPA estimates to receive 75% share of Statewide program funding.

## Table 4 NJTPA FY 2016 TIP FINAL OBLIGATION STATUS (in \$ millions)

	NJ TRANSIT Projects and Programs *						
Work Phase	Funding Source	FY16 Original Amount	FY16 Including Revisions	FY16 Obligation	Prior Year Funds Obligated in FY16		
T143	ADAPlatforms/Sta						
ERC	Non-Federal	\$0.91	\$0.91				
T05	Bridge and Tunnel						
ERC	Non-Federal	\$27.30	\$27.30				
T32	Building Capital Le						
CAP	Non-Federal	\$3.99	\$3.99				
T111	Bus Acquisition Pro	ogram					
Prior Year	Federal		<b>#</b> 00.04		\$13.89		
CAP CAP	Federal Non-Federal	\$45.15	\$38.31 \$45.15	\$45.15			
			φ45.15	φ45.15	<del></del>		
<b>T93</b> ERC	Bus Maintenance F Non-Federal	\$1.00	\$1.00				
-		-	•				
<b>T06</b> ERC	Bus Passenger Fac Non-Federal	silities/Park and Rid \$0.56	se \$0.56	\$0.56			
T08	Bus Support Facilit	*		φυ.50			
ERC	Non-Federal	ies and Equipment \$3.85	\$3.85	\$3.85			
		*	*	*			
<b>T09</b> EC	Bus Vehicle and Fa	\$8.56	Capitai Maintenan \$8.56	<b>ce</b> \$8.56			
T68			φο.50	φο.50			
ERC	Capital Program Im Non-Federal	\$15.03	\$15.03	\$15.03			
T515	Casino Revenue Fu	*	\$15.05	\$15.03			
CAP	Non-Federal	\$13.18	\$13.18	\$13.00			
T13	Claims support	φ13.10	φ13.10	\$13.00			
EC	Non-Federal	\$1.40	\$1.40	\$1.40			
T16			φ1.40	φ1.40			
ERC	Environmental Con Non-Federal	\$2.10	\$2.10	\$2.10			
T700		φ2.10	φ2.10	φ2.10			
CAP	Ferry Program Federal		\$6.00				
T87	Hudson-Bergen and	d Nowark I DT Syst	*				
ERC	Federal	u Newark Livi Sysi	\$60.00				
ERC	Non-Federal	\$7.01	\$7.01	\$7.01			
T20	Immediate Action F		ψσ.	Ψ	<del></del>		
ERC	Non-Federal	\$6.17	\$6.17	\$6.17			
T199	Job Access and Re			• -			
SWI	Non-Federal	\$7.59	\$7.59				
T95	Light Rail Infrastruc						
ERC	Non-Federal	\$9.03	\$9.03	\$9.03			
T550	Light Rail Vehicle F		·				
Prior Year	Federal	J			\$0.55		
ERC	Federal	\$43.42	\$43.42	\$37.24	•		
T53E	Locomotive Overha	nul					
CAP	Non-Federal	\$23.70	\$23.70	\$23.70			
				•			

NJ TRANSIT Page 1

^{*} NJTPA estimates to receive 75% share of Statewide program funding.

Work Phase	Funding Source	FY16 Original Amount	FY16 Including Revisions	FY16 Obligation	Prior Year Funds Obligated in FY16
T610	Lyndhurst Intermod	al ADA Improvem	ents		
ERC	Federal	\$2.00	\$2.00		
ERC	Non-Federal	\$2.00	\$2.00	\$2.00	
T122	Miscellaneous				
ERC	Non-Federal	\$0.35	\$0.35	\$0.35	
T600	NEC Elizabeth Interi			******	
ERC	Federal	\$14.45	\$14.45		
T44	NEC Improvements	ψ14.40	ψ14.40		
ERC	Federal	¢12.00	¢12.00		
	Non-Federal	\$13.00 \$27.30	\$13.00 \$37.30	¢27.20	
ERC		\$27.30	\$27.30	\$27.30	
T81	NEC Newark Interme		<b>#</b> 0.00		
ERC	Federal	\$2.98	\$2.98		
T539	NEC Portal Bridge				
ERC	Non-Federal	\$4.00	\$20.00	\$4.00	
T532	New Brunswick Stat	tion Platform Ext.	and Elevator Imprv	mts(Liberty Co	rridor)
CAP	Federal		\$7.39		
T126	New CMAQ Bus and	Rail Services			
ERC	Federal		\$5.08		
T55	Other Rail Station/T	erminal Improvem	ents		
ERC	Non-Federal	\$20.31	\$20.31	\$20.31	
T620	Perth Amboy Interm	*		Ψ20.01	
ERC	Federal	\$5.92	\$5.92		
ERC	Non-Federal	\$0.38	\$0.38	\$0.38	
		ψ0.30	ψ0.30	ψ0.50	
T121	Physical Plant	<b>64.47</b>	Φ4 4 <b>7</b>	<b>#4.47</b>	
ERC	Non-Federal	\$1.17	\$1.17	\$1.17	
T135	Preventive Maintena	ince-Bus			
Prior Year	Federal				\$109.25
CAP	Federal	\$103.65	\$120.38	\$96.05	
T39	Preventive Maintena	ince-Rail			
Prior Year	Federal				\$122.34
CAP	Federal	\$294.01	\$303.97	\$260.57	
T106	Private Carrier Equi	pment Program			
CAP	Non-Federal	\$3.00	\$3.00	\$3.00	
T53G	Rail Fleet Overhaul				
CAP	Non-Federal	\$11.01	\$11.01	\$11.01	
T112	Rail Rolling Stock P	rocurement			
Prior Year	Federal				\$13.55
CAP	Federal	\$103.58	\$162.58	\$68.86	ψ.σ.σσ
CAP	Non-Federal	\$12.02	\$12.02	\$12.02	
T37	Rail Support Faciliti			Ψ12.02	
Prior Year	Non-Federal	es and Equipmen	•		\$0.69
ERC	Non-Federal	\$41.68	\$41.68	\$40.99	φ0.09
			ψ41.00	φ <del>4</del> 0.99	
T150	Section 5310 Progra		<b>ድ</b> ር 04		
CAP	Federal	\$5.04	\$5.04	<b>#0.70</b>	
CAP	Non-Federal	\$3.38	\$3.38	\$0.70	
T151	Section 5311 Progra	ım			
Prior Year	Federal				\$2.29
CAP	Federal	\$2.94	\$2.94		
CAP	Non-Federal	\$2.94	\$2.94		

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 $^{^{\}ast}$  NJTPA estimates to receive 75% share of Statewide program funding.

Work Phase	Funding Source	FY16 Original Amount	FY16 Including Revisions	FY16 Obligation	Prior Year Funds Obligated in FY16
T508	Security Improveme	ents			
SWI	Non-Federal	\$1.83	\$1.83	\$1.83	
T50	Signals and Commu	unications/Electric	Traction Systems		
ERC	Non-Federal	\$47.63	\$47.63	\$47.63	
T120	Small/Special Service	ces Program			
Prior Year	Federal	-			\$3.16
CAP	Federal		\$2.00		
EC	Non-Federal	\$0.96	\$0.96	\$0.96	
T88	Study and Developn	nent			
PLS	Non-Federal	\$9.44	\$9.44	\$9.44	
T500	Technology Improve	ements			
EC	Non-Federal	\$28.34	\$28.34	\$28.34	
T42	Track Program				
ERC	Non-Federal	\$16.72	\$16.72	\$16.72	
T210	Transit Enhancemen	nts/Transp Altern F	Prog (TAP)/Altern T	ransit Improv (	ATI)
Prior Year	Federal	-			\$0.53
CAP	Federal	\$0.01	\$0.01		
ERC	Federal	\$0.49	\$0.49		
T300	Transit Rail Initiative	es			
ERC	Non-Federal	\$2.68	\$2.68	\$2.68	
	Federal	\$591.49	\$795.96	\$462.72	\$265.56
	Non-Federal	\$413.65	\$429.65	\$366.37	\$0.69
NJ TRA	NSIT Projects and Progr	rams Total <b>\$1,005.1</b>	\$1,225.60	\$829.1	0 \$266.25

### **Appendix I:**

# NJDOT/NJ TRANSIT STIP for Projects and Programs Beyond FY 2021

### FY 2018 STIP 10 Year Details (Funded 2022-2027) NJDOT Projects

Sergen   Market Street/Essex Street/Rochelle Avenue   Counties: Bergen   Municipalities: Maywood Boro Lodi Boro	Bergen												
Phase of Work   Source of Funds   2018   2019   2020   2021   2022   2023   2024   2025   2026   2027	98546 Ma	arket Street/Essex St	reet/Roch	elle Aveni									
Phase of Work   Source of Funds   2018   2019   2020   2021   2022   2023   2024   2025   2026   2027	_		i ccu i com			avwood Bo	oro Lodi Bo	ro					
DES		•	2019	-		-			2024	2025	2026	2027	
ROW   DEMO			2016 		Z020	2021	Z022	2023	2024	2025	2020	2021	
CON		_		ψ1.000	\$.200								
CON					ψ.200		\$1.640						
Phase of Work   Source of Funds   Sample   Sam													
Phase of Work   Source of Funds   Sample   Sam	9240 Ro	ute 189 Bridge ov	or NYS&W	/ RR & Div	vision Stra	et to Fair	view Aven	116				<u> </u>	
PE		, ,	ci iti oati										
DES	Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	
ROW NHPP	PE	STATE		\$1.500					-				
CON	DES	STATE				\$2.500							
Route   4, Bridge over Palisade Avenue, Windsor Road and CSX Railroad Counties: Bergen   Municipalities: Teaneck Twp	ROW	NHPP					\$11.300						
Phase of Work   Source of Funds   2018   2019   2020   2021   2022   2023   2024   2025   2026   2027	CON	NHPP							\$15.300	\$15.324			
Phase of Work   Source of Funds   2018   2019   2020   2021   2022   2023   2024   2025   2026   2027	065C Ro	oute 4, Bridge over	Palisade A	Avenue, W	indsor Ro	ad and C	SX Railroa	ad					
DES	Counties: Be	rgen		Municipa	lities: Te	aneck Tw	р						
DES	Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	
ROW				2013	2020		1	2023	2024	2023	2020	2021	
UTI		STATE	******		\$2.000								
Name	UTI				*		\$6.000						
Name	CON	NHPP						\$47.500					
Phase of Work   Source of Funds   2018   2019   2020   2021   2022   2023   2024   2025   2026   2027	08/10 Pc	uite 4 Grand Avenu	ıa Bridge				<u> </u>					<u> </u>	
Phase of Work   Source of Funds   2018   2019   2020   2021   2022   2023   2024   2025   2026   2027			ic Briage	Municina	lities: Fr	nalewood (	City						
DES				•		_	•						
ROW   NHPP			2018		2020	2021	2022	2023	2024	2025	2026	2027	
CON				\$4.700			<b>#0.000</b>						
Name	_						\$2.000			ФОБ 400			
Phase of Work   Source of Funds   2018   2019   2020   2021   2022   2023   2024   2025   2026   2027										\$25.180			
Phase of Work         Source of Funds         2018         2019         2020         2021         2022         2023         2024         2025         2026         2027           PE         STATE         \$5.500         \$4.500         \$100         \$100         \$100         \$100         \$100         \$100         \$100         \$100         \$100         \$100         \$100         \$100         \$100         \$100         \$100         \$100         \$100         \$100         \$100         \$100         \$100         \$100         \$100         \$100         \$100         \$100         \$100         \$100         \$100         \$100         \$100         \$100         \$100         \$100         \$100         \$100         \$100         \$100         \$100         \$100         \$100         \$100         \$100         \$100         \$100         \$100         \$100         \$100         \$100         \$100         \$100         \$100         \$100         \$100         \$100         \$100         \$100         \$100         \$100         \$100         \$100         \$100         \$100         \$100         \$100         \$100         \$100         \$100         \$100         \$100         \$100         \$100         \$100         \$100		•	River Brid	•									
PE	Counties: Be	rgen		Municipa	ilities: Ha	ackensack	City Tean	eck Twp					
DES	Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	
ROW	PE	STATE		\$5.500									
Sacion   S						\$4.500							
Pase of Work   Source of Funds   2018   2019   2020   2021   2022   2023   2024   2025   2026   2027	ROW							\$.100					
Counties: Bergen         Municipalities: Teaneck Twp           Phase of Work         Source of Funds         2018         2019         2020         2021         2022         2023         2024         2025         2026         2027           DES         STATE         \$2.000	CON	NHPP								\$36.850	\$36.850		
Phase of Work         Source of Funds         2018         2019         2020         2021         2022         2023         2024         2025         2026         2027           DES         STATE         \$2.000	93134 Ro	oute 4, Teaneck Roa	d Bridge									_	
DES	Counties: Be	rgen		Municipa	lities: Te	aneck Tw	р						
DES	Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	
ROW			1		1		<u> </u>						
UTI	ROW												
11406 Route 9W, Palisades Avenue to New York State Line           Counties:         Bergen         Municipalities:         Englewood Cliffs Boro Alpine Boro           Phase of Work         Source of Funds         2018         2019         2020         2021         2022         2023         2024         2025         2026         2027           PE         STATE         \$1.000         \$1.200         \$5.000         \$5.000         \$5.000         \$5.000         \$5.000         \$5.000         \$5.000         \$5.000         \$5.000         \$5.000         \$5.000         \$5.000         \$5.000         \$5.000         \$5.000         \$5.000         \$5.000         \$5.000         \$5.000         \$5.000         \$5.000         \$5.000         \$5.000         \$5.000         \$5.000         \$5.000         \$5.000         \$5.000         \$5.000         \$5.000         \$5.000         \$5.000         \$5.000         \$5.000         \$5.000         \$5.000         \$5.000         \$5.000         \$5.000         \$5.000         \$5.000         \$5.000         \$5.000         \$5.000         \$5.000         \$5.000         \$5.000         \$5.000         \$5.000         \$5.000         \$5.000         \$5.000         \$5.000         \$5.000         \$5.000         \$5.000         \$5.000         \$5.	UTI				\$.600		1						
Counties: Bergen         Municipalities: Englewood Cliffs Boro Alpine Boro           Phase of Work         Source of Funds         2018         2019         2020         2021         2022         2023         2024         2025         2026         2027           PE         STATE         \$1.000	CON						\$11.400						
Counties: Bergen         Municipalities: Englewood Cliffs Boro Alpine Boro           Phase of Work         Source of Funds         2018         2019         2020         2021         2022         2023         2024         2025         2026         2027           PE         STATE         \$1.000	11406 Ro	ute 9W. Palisades	Avenue to	New York	k State Lir	ne	•			•			
PE         \$1.000           DES         \$1.200           ROW         CMAQ           \$5.000							Cliffs Boro	Alpine Bor	0				
PE         \$1.000           DES         \$1.200           ROW         CMAQ           \$5.000	Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	
ROW CMAQ \$5.000													
	DES	STATE		\$1.200									
CON CMAQ \$18.750	ROW	CMAQ					\$5.000						
	CON	CMAQ								\$18.750			

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

Counties: Bergen Municipalities: Rochelle Park Twp

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
PE	STATE		\$2.000								
DES	NHPP					\$4.500					
ROW	NHPP							\$2.000			
CON	NHPP										\$24.850

11357 Route 17, Sprout Brook, Culvert Replacement

Counties: Bergen Municipalities: Paramus Boro

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
PE	STATE	\$.300									
DES	STATE		\$.600								
ROW	NHPP					\$.300					
CON	NHPP							\$4.075			

16348 Route 46, Bridge over Erie-Lackawanna Railroad

Counties: Bergen Municipalities: Saddle Brook Twp

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
PE	STATE		\$.700								
DES	STATE				\$2.200						
ROW	NHPP						\$.500				
CON	NHPP								\$12.300		

14418 Route 46, Bridges over Route 17

Counties: Bergen Municipalities: Hasbrouck Heights Boro

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
PE	STATE		\$2.500								
DES	STATE				\$4.750						
ROW	NHPP						\$1.500				
CON	NHPP								\$36.700		

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

Counties: Passaic Bergen Municipalities: Various

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
PE	NHPP	\$12.800									
DES	NHPP			\$9.000	\$10.000						
ROW	STATE				\$3.000						
CON	NHPP					\$40.000	\$40.000	\$105.000			
CON	STATE					\$60.000	\$60.000				

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

Counties: Bergen Municipalities: Wyckoff Twp

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
DES	STATE		\$.750								
ROW	STATE				\$.300						
CON	NHPP						\$2.270				

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

Counties: Bergen Hudson Municipalities: East Rutherford Boro Secaucus Town

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
PE	STATE		\$3.500								
DES	STATE				\$5.500						
ROW	NHPP					\$1.500					
CON	NHPP						\$19.750	\$19.750	\$19.750	\$19.750	

#### Essex

11407 PANY&NJ-NJDOT Project Program

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

 Phase of Work
 Source of Funds
 2018
 2019
 2020
 2021
 2022
 2023
 2024
 2025
 2026
 2027

 ERC
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N1501 Port Newark Container Terminal (PNCT) Access Improvement and Expansion Project

Counties: Essex Municipalities: Newark City

2019 Phase of Work Source of Funds 2018 2020 2021 2022 2024 2025 2023 2026 2027 DEMO CON \$2.581 CON OTHER \$54.842 \$33.195 \$23.499 \$38.826 \$45.272 \$3,498 \$3.578 \$.900

15439 Route 10, Chelsea Drive to Kelly Drive

Counties: Essex Municipalities: Livingston Twp West Orange Twp

Phase of Work Source of Funds 2018 2019 2027 2020 2021 2022 2023 2024 2025 2026 PΕ STATE \$1.500 DES NHPP \$2.000 STATE \$.400 ROW \$3.350 CON NHPP

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

Counties: Essex Municipalities: Newark City

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
PE	STATE	\$1.300									
DES	STATE			\$1.800							
ROW	NHPP					\$1.000					
CON	NHPP							\$31.800			

9233B6 Route 23, Route 80 and Route 46 Interchange

Counties: Passaic Essex Municipalities: Wayne Twp Fairfield Twp

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
DES	STATE		\$2.500								
ROW	STATE				\$.500						
CON	NHPP						\$29.000				

#### Hudson

11407 PANY&NJ-NJDOT Project Program

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

 Phase of Work
 Source of Funds
 2018
 2019
 2020
 2021
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 2027

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

Counties: Hudson Municipalities: Secaucus Town

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
DES	STATE	\$1.400									
ROW	STATE		\$.100								
CON	NHPP					\$4.950					

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

Counties: Bergen Hudson Municipalities: Fairview Boro North Bergen Twp

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
PE	STATE		\$1.500								
DES	STATE				\$2.500						
ROW	NHPP					\$11.300					
CON	NHPP							\$15.300	\$15.324		

12386 Route 3 & Route 495 Interchange

Counties: Hudson Municipalities: North Bergen Twp

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
PE	STATE		\$3.250								
DES	NHPP					\$4.350					
ROW	NHPP							\$.500			
CON	NHPP									\$26.000	\$27.000

93186 Route 7, Kearny, Drainage Improvements

Counties: Hudson Municipalities: Kearny Town

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
DES	STATE		\$6.000								
ROW	STATE		\$3.400								
CON	NHPP				\$18.000	\$18.000	\$18.000	\$18.000			

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

Counties: Bergen Hudson Municipalities: East Rutherford Boro Secaucus Town

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
PE	STATE		\$3.500								
DES	STATE				\$5.500						
ROW	NHPP					\$1.500					
CON	NHPP						\$19.750	\$19.750	\$19.750	\$19.750	

#### Hunterdon

14425 Route 22, Bridge over NJT Raritan Valley Line

Counties: Hunterdon Municipalities: Clinton Twp

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
PE	STATE		\$1.000								
DES	STATE				\$1.500						
ROW	NHPP						\$.100				
CON	NHPP								\$8.350		

11413C Route 29, Alexauken Creek Road to Washington Street

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

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
PE	STATE	\$1.000									
DES	STATE		\$1.400								
ROW	STBGP					\$.175					
CON	STBGP							\$9.820			

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

Counties: Hunterdon Municipalities: Flemington Boro Raritan Twp

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
PE	STATE		\$1.000								
DES	STATE				\$1.175						
ROW	NHPP						\$.500				
CON	NHPP								\$10.600		

08327D Route 31, HealthQuest Boulevard to River Road

Counties: Hunterdon Municipalities: Raritan Twp

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
PE	STATE		\$1.300								
DES	STATE				\$1.500						
ROW	NHPP						\$1.000				
CON	NHPP								\$5.995		

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

Counties: Hunterdon Municipalities: Clinton Twp

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
DES	STATE		\$1.100								
ROW	NHPP					\$.100					
CON	NHPP								\$8.825		

#### **Middlesex**

14423 Grove Avenue, Bridge over Port Reading RR

Counties: Middlesex Municipalities: Metuchen Boro

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
PE	STATE	\$.750									
DES	STATE		\$1.400								
ROW	NHPP					\$.100					
CON	NHPP							\$3.790			

17419 Route 1, Alexander Road to Mapleton Road

Counties: Mercer Middlesex Municipalities: West Windsor Twp Plainsboro

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
PE	STATE	\$1.200									
DES	STATE			\$2.000							
ROW	CMAQ				\$3.000						
CON	CMAQ						\$24.000				

15303 Route 1, NB Bridge over Raritan River

Counties: Middlesex Municipalities: Edison Twp New Brunswick City

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
DES	STATE		\$2.000								
CON	NHPP					\$10.050					

079A Route 9/35, Main Street Interchange

Counties: Middlesex Municipalities: Sayreville Boro South Amboy City

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
PE	STATE	\$.500									
DES	STATE		\$1.200								
ROW	NHPP					\$2.000					
CON	NHPP							\$33.800			

16352 Route 18 NB, Bridge over Conrail

Counties: Middlesex Municipalities: East Brunswick Twp

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
PE	STATE	\$.600									
DES	STATE		\$.800								
ROW	STATE				\$.250						
CON	NHPP						\$6.631				

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

Counties: Middlesex Municipalities: Woodbridge Twp Perth Amboy City

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
PE	STATE	\$.600									
DES	STATE		\$.700								
ROW	NHPP					\$.300					
CON	NHPP							\$5.100			

15392 Route 35, Route 9 to Colonia Boulevard

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

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
PE	STATE	\$.430									
DES	STATE		\$.750								
CON	NHPP					\$9.390					

16339 Route 130, Bridge over Millstone River

Counties: Mercer Middlesex Municipalities: East Windsor Twp Cranbury Twp

Phase of World	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
PE	STATE		\$.700								
DES	STATE				\$1.100						
ROW	NHPP						\$.100				
CON	NHPP							\$4.900			

9169Q Route 287, Interchange 10 Ramp Improvements

Counties: Middlesex Somerset Municipalities: Piscataway Twp Franklin Twp

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
PE	STATE			\$.500							
DES	STATE				\$1.000						
ROW	NHPP						\$1.000				
CON	NHPP								\$8.100		

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

Counties: Middlesex Municipalities: Piscataway Twp

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
PE	STATE			\$.750							
DES	STATE				\$.900						
ROW	NHPP						\$1.000				
CON	NHPP								\$2.250		

				Mon	mouth	1					
15417 AD	A Control Contract	1		111011							
	A Central, Contract of nmouth Ocean		Municina	ilities: Va	arious						
			•								
	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
CON	STBGP				\$10.500	\$10.500					
	unty Route 537 Corr	idor, Sect									
Counties: Mor	nmouth		Municipa	ilities: Fr	eehold Bo	ro Freehold	Twp				
Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
DES	* STATE-NJTPA		\$3.000								
ROW	* STATE-NJTPA			\$7.000							
CON	* STATE-NJTPA					\$20.700					
12379 Roi	ute 33 Business, Br	idge over	Conrail F	reehold S	econdary	Branch					
Counties: Mor	nmouth		Municipa	ılities: Fr	eehold Tw	р					
Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
PE	STATE	\$.800									
DES	STATE			\$2.000							
ROW	STATE				\$.500						
CON	NHPP						\$9.200				
							ψ9.200				
14422 Roi	ute 33, Bridge over	Millstone	River				ψ9.200				
	ute 33, Bridge over	Millstone		llities: M	illstone Tw	p	ψ9.200				
Counties: Mor	nmouth		Municipa			•	·	2024	2025	2026	2027
Counties: Mor		Millstone  2018  \$.500		lities: M 2020	illstone Tw	p <b>2022</b>	2023	2024	2025	2026	2027
Counties: Mor Phase of Work	nmouth  Source of Funds	2018	Municipa			•	·	2024	2025	2026	2027
Counties: Mor Phase of Work	STATE	2018	Municipa 2019			•	·	2024	2025	2026	2027
Counties: Mor Phase of Work PE DES CON	STATE STATE NHPP	<b>2018</b> \$.500	<b>2019</b> \$1.000	2020		2022	·	2024	2025	2026	2027
PE DES CON 11307 Rot	STATE STATE	<b>2018</b> \$.500	2019 \$1.000	2020 vement	2021	2022	2023		2025	2026	2027
PE DES CON Transport Counties: More PE DES CON Transport Counties: More PE DES CON Transport Provided	STATE STATE STATE NHPP ute 34, CR 537 to W	2018 \$.500	2019 \$1.000 A Ave., Pa	vement	2021 eal Boro In	<b>2022</b> \$4.350 terlaken Bo	2023 pro Aberde	een Twp			
PE DES CON Transport Counties: More PE DES CON Transport Counties: More PE DES CON Transport Provided	STATE STATE STATE NHPP ute 34, CR 537 to W	<b>2018</b> \$.500	2019 \$1.000	2020 vement	2021	<b>2022</b> \$4.350	2023		2025	2026	2027
Phase of Work PE DES CON  11307 Rounties: Mork Phase of Work	Source of Funds STATE STATE STATE NHPP ute 34, CR 537 to Wenmouth Source of Funds	2018 \$.500 ashingtor	2019 \$1.000 A Ave., Pa	vement	2021 eal Boro In 2021	<b>2022</b> \$4.350 terlaken Bo	2023 pro Aberde	een Twp			
Phase of Work PE DES CON  11307 Rounties: Mork Phase of Work PE	Source of Funds STATE STATE NHPP ute 34, CR 537 to Wendown Source of Funds STATE	2018 \$.500 ashingtor	2019 \$1.000 A Ave., Pa	vement	2021 eal Boro In	<b>2022</b> \$4.350 terlaken Bo	2023 pro Aberde	een Twp			
Phase of Work PE DES CON 11307 Roi Counties: Moi Phase of Work PE DES	Source of Funds STATE STATE NHPP ute 34, CR 537 to Wendown Source of Funds STATE STATE STATE	2018 \$.500 ashingtor	2019 \$1.000 A Ave., Pa	vement	2021 eal Boro In 2021	<b>2022</b> \$4.350 terlaken Bo	2023 pro Aberde 2023	een Twp			
Phase of Work PE DES CON  11307 Roo Counties: Mor Phase of Work PE DES ROW CON	Source of Funds STATE STATE NHPP ute 34, CR 537 to Wendown Source of Funds STATE STATE STATE NHPP NHPP NHPP	2018 \$.500 ashingtor 2018 \$2.000	Municipa 2019 \$1.000 Ave., Pa Municipa 2019	vement slities: De 2020	2021 eal Boro In 2021 \$6.000	<b>2022</b> \$4.350 terlaken Bo	2023 pro Aberde 2023	een Twp	2025	2026	2027
Phase of Work PE DES CON  11307 Rot Counties: Mork PE DES ROW CON  14429 Rot	STATE STATE NHPP Lete 34, CR 537 to We hamouth  Source of Funds STATE STATE NHPP  Source of Funds STATE STATE NHPP	2018 \$.500 ashingtor 2018 \$2.000	%1.000 Ave., Pa Municipa 2019	vement slities: De 2020	2021 eal Boro In 2021 \$6.000	<b>2022</b> \$4.350 terlaken Bo	2023 pro Aberde 2023	een Twp	2025	2026	2027
Phase of Work PE DES CON  11307 Ror Counties: Mork PE DES ROW CON  14429 Ror Counties: More	Source of Funds STATE STATE NHPP Lete 34, CR 537 to We had source of Funds STATE STATE STATE STATE STATE NHPP NHPP NHPP Lete 35, Bridge over had source of Funds STATE NHPP NHPP Lete 35, Bridge over had source of Funds	2018 \$.500 ashingtor 2018 \$2.000	Municipa 2019 \$1.000 A Ave., Pa Municipa 2019	vement alities: De 2020  reck Poncialities: W	2021 eal Boro In 2021 \$6.000 all Twp	\$4.350 terlaken Bo 2022	2023 oro Aberde 2023 \$1.000	een Twp 2024	<b>2025</b>	<b>2026</b> \$30.000	<b>2027</b> \$30.000
Phase of Work PE DES CON  11307 Ror Counties: Mork PE DES ROW CON  14429 Ror Counties: Mork Phase of Work	Source of Funds STATE STATE NHPP Lete 34, CR 537 to We contained to the state of Funds STATE STATE STATE STATE NHPP NHPP NHPP Lete 35, Bridge over contained to the state of Funds Source of Funds	2018 \$.500 ashingtor 2018 \$2.000	Municipa 2019 \$1.000 A Ave., Pa Municipa 2019	vement slities: De 2020	2021 eal Boro In 2021 \$6.000	<b>2022</b> \$4.350 terlaken Bo	2023 pro Aberde 2023	een Twp	2025	2026	2027
Phase of Work PE DES CON  11307 Ror Counties: Mork PE DES ROW CON  14429 Ror Counties: More	Source of Funds STATE STATE NHPP Lete 34, CR 537 to We had source of Funds STATE STATE STATE STATE STATE NHPP NHPP NHPP Lete 35, Bridge over had source of Funds STATE NHPP NHPP Lete 35, Bridge over had source of Funds	2018 \$.500 ashingtor 2018 \$2.000	Municipa 2019 \$1.000 A Ave., Pa Municipa 2019	vement alities: De 2020  reck Poncialities: W	2021 eal Boro In 2021 \$6.000 all Twp	\$4.350 terlaken Bo 2022	2023 oro Aberde 2023 \$1.000	een Twp 2024	<b>2025</b>	<b>2026</b> \$30.000	<b>2027</b> \$30.000

Counties: Monmouth Municipalities: Deal

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
PE	STATE		\$1.000								
DES	STATE				\$1.000						
ROW	STBGP						\$.500				
CON	STBGP								\$28.000		

#### **Morris**

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

Counties: Morris Municipalities: Morris Plains Boro

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
PE	STATE	\$.750									
DES	STATE		\$1.000								
ROW	NHPP					\$4.000					
CON	NHPP								\$4.500		

00312 Route 10, Jefferson Road

Counties: Morris Municipalities: Hanover Twp

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
PE	STATE	\$.900									
DES	STATE			\$1.350							
ROW	NHPP					\$3.500					
CON	NHPP							\$5.500			

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

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

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
PE	STATE	\$1.000									
DES	STATE		\$1.400								
ROW	STATE			\$4.500							
CON	NHPP					\$15.400					

14414 Route 15 SB, Bridge over Rockaway River

Counties: Morris Municipalities: Jefferson Twp

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
PE	STATE	\$.860									
DES	STATE		\$1.050								
ROW	NHPP					\$.879					
CON	NHPP								\$6.920		

08347 Route 23, Bridge over Pequannock River / Hamburg Turnpike

Counties: Morris Passaic Municipalities: Kinnelon Boro West Milford Twp

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
DES	STATE		\$3.000								
ROW	STATE			\$4.900							
CON	NHPP					\$15.500	\$31.200				

13316 Route 46, Canfield Avenue

Counties: Morris Municipalities: Mine Hill Twp

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
PE	STATE	\$.500									
DES	STBGP						\$.200				
ROW	STBGP							\$1.000			
CON	STBGP								\$4.630		

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

Counties: Morris Municipalities: Denville Twp

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
PE	STATE	\$1.000									
DES	STATE		\$1.300								
ROW	NHPP					\$.700					
CON	NHPP							\$7.500			

11/20/2017

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

Counties: Morris Municipalities: Dover Twp Rockaway Twp

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
PE	STATE		\$.600								
DES	HSIP				\$.900						
ROW	HSIP						\$.200				
CON	HSIP								\$2.850		

12424 Route 53, Pondview Road to Hall Avenue

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

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
DES	STATE		\$.750								
ROW	STATE				\$.550						
CON	NHPP						\$3.225				

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

Counties: Morris Municipalities: Mount Arlington Boro

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
PE	STATE	\$1.500									
DES	STATE			\$2.350							
CON	NHPP					\$10.000	\$20.500				

93139 Route 80, Route 15 Interchange

Counties: Morris Municipalities: Wharton Boro Rockaway Twp

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
DES	STATE			\$6.000							
ROW	STATE				\$1.000						
CON	NHPP						\$18.750	\$18.750	\$19.000		

#### Ocean 15417 **ADA Central, Contract 1** Counties: Monmouth Ocean Municipalities: Various Phase of Work Source of Funds 2018 2019 2020 2021 2022 2023 2024 2025 2026 2027 CON STBGP \$10.500 \$10.500 15323 F.R.E.C. Access Road, Bridge over Toms River Counties: Ocean Municipalities: Jackson Twp Phase of Work Source of Funds 2018 2019 2020 2022 2024 2025 2027 2021 2023 2026 **BRIDGE-OFF** DES \$1.100 CON **BRIDGE-OFF** \$2.967 15389 Route 35, Osborne Avenue to Manasquan River Counties: Ocean Municipalities: Point Pleasant Beach Boro Phase of Work Source of Funds 2018 2019 2020 2027 2021 2022 2023 2024 2025 2026 DES STATE \$2.300 ROW NHPP \$1.000 CON NHPP \$19.000 Route 88, Bridge over Beaver Dam Creek 09322 Counties: Municipalities: Brick Twp Point Pleasant Boro Phase of Work Source of Funds 2018 2019 2020 2021 2022 2023 2024 2025 2026 2027 STATE DES \$1.250 ROW STATE \$1.750 CON NHPP \$2.508 14324 Route 166, Bridges over Branch of Toms River

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

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
DES	STATE	\$1.500									
ROW	STATE		\$.250								
CON	STBGP					\$8.350					

				Pa	ssaic						
059B Rou	ute 3, Route 46, Va	alley Road	and Note	h/Rifle Ca	mp Road	Interchan	ge, Contra	act B			
Counties: Pas	saic		Municipa	lities: Lit	tle Falls Tv	wp Clifton (	City				
Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
CON	NHPP		\$34.750	\$35.950	\$35.450	\$29.500	1				
08347 Rou	ıte 23, Bridge over	Peguanno									
	ris Passaic	-		lities: Kir			Iford Twn				
			•				•				
	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
DES	STATE		\$3.000								
ROW	STATE			\$4.900							
CON	NHPP					\$15.500	\$31.200				
11424A Rou	ute 23, High Crest D	Prive to Ma	acopin Riv	ver							
Counties: Pas	saic		Municipa	lities: W	est Millford	d Twp					
Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
PE	STATE	\$.800	1								
DES	STATE		\$1.050								
ROW	NHPP					\$.250					
CON	NHPP							\$7.825			
14440 Rou	ute 23, NB Bridge o	vor Pogua	nnock Di	vor				·			
	ssaic	•			oot Milford	Turn					
Counties: Pas	saic		wunicipa	lities: W	est Millora	тwp					
	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
PE	STATE	\$.800									
DES	STATE		\$.800								
ROW	NHPP					\$.250					
CON	NHPP							\$3.197			
9233B6 Rou	ute 23, Route 80 and	d Route 46	6 Intercha	nge							
Counties: Pas	saic Essex		Municipa	lities: W	ayne Twp	Fairfield Tv	wp				
Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
DES	STATE	20.0	\$2.500				T 2020				
ROW	STATE		<b>V</b> =1000		\$.500						
CON	NHPP				<b>V</b>		\$29.000				
		Avenue (	CD 630) 44	n Delify De	and (CD E	E.\	<b>V</b> _0.000				
	ute 80 WB, McBride	Avenue (		-		3)					
Counties: Pas	saic Bergen		wunicipa	<b>lities:</b> Va	inous						
Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
PE	NHPP	\$12.800									
DES	NHPP			\$9.000	\$10.000						
ROW	STATE				\$3.000						
CON	NHPP					\$40.000		\$105.000			
CON	STATE					\$60.000	\$60.000				
17316 Rou	ıte 80, Bridge over	Passaic R	liver, Rive	rview Driv	/e & Mc B	ride Aveni	ue				
	saic			lities: To				0			
Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
DES	STATE	2010	\$4.400	2020	2021	2022	2023	2027	2023	2020	LULI
CON	NHPP		ψ1.400			\$28.000	\$28.250				
		D-' '	<u> </u>			Ψ20.000	Ψ20.200				
	t Avenue, Pedestria	•				. 5					
Counties: Pas	saic		Municipa	lities: W	oodlawn P	ark Boro					
Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
PE	STATE	\$.800									
DES	STATE		\$1.100								
CON	NHPP						\$1.600		-		
CON											

### **Somerset**

14416 Hamilton Road, Bridge over Conrail RR

Counties: Somerset Municipalities: Hillsborough Twp

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
PE	STATE	\$.360									
DES	STATE		\$1.100								
ROW	STBGP					\$.500					
CON	STBGP							\$6.500			

13318 Route 28, Rt 287 to Tea Street

Counties: Somerset Municipalities: Bound Brook Boro

Phase of W	ork Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
PE	STATE		\$.500								
DES	STATE				\$.550						
ROW	NHPP						\$.100				
CON	NHPP								\$1.580		

14415 Route 202, Bridge over North Branch of Raritan River

Counties: Somerset Municipalities: Bedminister Twp Far Hills Boro

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
PE	STATE	\$.300									
DES	STATE		\$1.000								
ROW	NHPP					\$.500					
UTI	NHPP							\$.300			
CON	NHPP								\$.300		

780A Route 206, Valley Road to Brown Avenue

Counties: Somerset Municipalities: Hillsborough Twp

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
ROW	NHPP	\$5.000									
UTI	NHPP		\$5.500								
CON	NHPP			\$15.000	\$15.000	\$16.000					

9169Q Route 287, Interchange 10 Ramp Improvements

Counties: Middlesex Somerset Municipalities: Piscataway Twp Franklin Twp

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
PE	STATE			\$.500							
DES	STATE				\$1.000						
ROW	NHPP						\$1.000				
CON	NHPP								\$8.100		

### Union

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

Counties: Union Municipalities: Union Twp

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
DES	STATE	\$2.500									
ROW	STATE		\$.600								
CON	NHPP				\$8.000	\$10.850					

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

Counties: Union Municipalities: Elizabeth City

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
PE	STATE	\$.910									
DES	STATE		\$1.044								
CON	NHPP					\$5.405					

15392 Route 35, Route 9 to Colonia Boulevard

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

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
PE	STATE	\$.430									
DES	STATE		\$.750								
CON	NHPP					\$9.390					

94019 Route 82, Rahway River Bridge

Counties: Union Municipalities: Springfield Twp

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
DES	STATE		\$1.100								
ROW	STATE				\$.250						
CON	NHPP							\$6.850			

#### Warren

11369 Route 22, Bates Avenue to Route 57

Counties: Warren Municipalities: Phillipsburg Town Lopatcong Twp

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
PE	STATE		\$.300								
DES	STATE				\$.750						
CON	NHPP						\$4.750				

16347 Route 46, Bridge over Paulins Kill

Counties: Warren Municipalities: Knowlton Twp

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
PE	STATE		\$.875								
DES	STATE				\$.800						
CON	NHPP						\$10.500				

11340A Route 46, Route 80 to Walnut Road

Counties: Warren Municipalities: Knowlton Twp

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
PE	STATE	\$.600									
DES	STATE		\$1.100								
ROW	NHPP					\$.500					
CON	NHPP							\$7.700			

16345 Route 57, Bridge over Branch Lopatcong Creek

Counties: Warren Municipalities: Lopatcong Twp

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
PE	STATE		\$.100								
DES	STATE				\$.200						
CON	NHPP						\$.945				

11351 Route 57, Lopatcong Creek, Culvert Replacement

Counties: Warren Municipalities: Lopatcong Twp

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
PE	STATE	\$.400									
DES	STATE		\$.550								
ROW	NHPP					\$.200					
CON	NHPP							\$2.120			

09545 Route 80, WB Rockfall Mitigation, Hardwick Township

Counties: Warren Municipalities: Hardwick Twp

Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	
CON	STATE			\$20,000	\$20,000	\$19.150						

### FY 2018 STIP 10 Year Details (Funded 2022-2027) NJDOT Programs

X12 Ac	quisition of Right of	Way									
	rious		Municipa	lities: Va	rious						
Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
ROW	STATE	\$.500	\$.500	\$.500	\$.500	\$.500	\$.500	\$.500	\$.500	\$.500	\$.500
11344 AD	A Curb Ramp Imple	mentation		ı							
	rious			lities: Va	rious						
Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
ERC	STATE	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000
ERC	STBGP	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000
08415 Air	port Improvement P	rogram	•								
	rious	Ü	Municipa	lities: Va	rious						
Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
ERC	STATE	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000
04311 As	bestos Surveys and	Abatemer	nts								
	rious			lities: Va	rious						
Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
DES	STATE	\$.500	\$.500	\$.500	\$.500	\$.500	\$.500	\$.500	\$.500	\$.500	\$.500
01335 Be	tterments, Dams							•			
	rious		Municipa	lities: Va	rious						
Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
EC EC	STBGP	\$.400	\$.120	\$.420	\$.120	\$.420	\$.120	\$.440	\$.120	\$.440	\$.120
X72B Be	tterments, Roadway			,	·		·	•		,	,
	rious			lities: Va	rious						
Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
EC EC	STATE	\$15.000	\$15.000	\$15.000	\$15.000	\$15.000	\$15.000	\$15.000	\$15.000	\$15.000	\$15.000
X72C Be	tterments, Safety	,	,	,	*	,	,	*	,	*	*
	rious		Municipa	lities: Va	rious						
Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
EC EC	STATE		\$10.000	\$10.000	\$10.000	\$10.000	\$10.000	\$10.000	\$10.000	\$10.000	\$10.000
X185 Bio	ycle & Pedestrian F	acilities/A	ccommod			,			•		·
	rious	dominico/A		i <b>lities:</b> Va	arious						
Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
ERC	CMAQ		\$2.500		\$2.500	\$2.500	\$2.500	\$2.500	\$2.500	\$2.500	\$2.500
ERC	STATE	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000
ERC	TAP	\$2.500	\$2.500	\$2.500	\$2.500	\$2.500	\$2.500	\$2.500	\$2.500	\$2.500	\$2.500
03304 Bri	dge Deck/Superstru	cture Rep	lacement	Program							
Counties: Va	rious	·	Municipa	lities: Va	rious						
Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
ERC	BRIDGE-OFF	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000
ERC	NHPP	\$30.000	\$30.000	\$30.000	\$30.000	\$30.000	\$30.000	\$60.000	\$60.000		\$120.000
ERC	NHPP	\$5.100	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000
98315 Bri	dge Emergency Rep	air									
	rious		Municipa	lities: Va	rious						
Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
EC	STATE	\$50.000	\$55.000	\$55.000	\$55.000	\$55.000	\$55.000	\$55.000	\$55.000	\$55.000	\$55.000

EC	X07A E	Bridge Inspection										
EC	Counties:	√arious		Municipa	lities: Va	arious						
EC	Phase of Wo	ork Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
EC   STBGP   \$7.750   \$11,100   \$7.140   \$10,270   \$7.680   \$10,330   \$7.820   \$11,200   \$8.520   \$12,100	EC	BRIDGE-OFF	\$3.000	\$7.000	\$3.460	\$7.730	\$3.620	\$8.070	\$3.780	\$8.400	\$3.780	\$8.400
Phase of Work   Source of Funds   2018   2019   2020   2021   2022   2023   2024   2025   2026   2027			\$14.000	\$12.600	\$12.900		\$14.800				*	\$14.400
Phase of Work   Source of Funds   \$21160   \$2018   \$2019   \$2020   \$2021   \$2022   \$2023   \$2024   \$2025   \$2024   \$2025   \$2025   \$2025   \$2025   \$2025   \$2025   \$2025   \$2025   \$2025   \$2025   \$2025   \$2025   \$2025   \$2025   \$2025   \$2025   \$2025   \$2025   \$2025   \$2025   \$2025   \$2025   \$2025   \$2025   \$2025   \$2025   \$2025   \$2025   \$2025   \$2025   \$2025   \$2025   \$2025   \$2025   \$2025   \$2025   \$2025   \$2025   \$2025   \$2025   \$2025   \$2025   \$2025   \$2025   \$2025   \$2025   \$2025   \$2025   \$2025   \$2025   \$2025   \$2025   \$2025   \$2025   \$2025   \$2025   \$2025   \$2025   \$2025   \$2025   \$2025   \$2025   \$2025   \$2025   \$2025   \$2025   \$2025   \$2025   \$2025   \$2025   \$2025   \$2025   \$2025   \$2025   \$2025   \$2025   \$2025   \$2025   \$2025   \$2025   \$2025   \$2025   \$2025   \$2025   \$2025   \$2025   \$2025   \$2025   \$2025   \$2025   \$2025   \$2025   \$2025   \$2025   \$2025   \$2025   \$2025   \$2025   \$2025   \$2025   \$2025   \$2025   \$2025   \$2025   \$2025   \$2025   \$2025   \$2025   \$2025   \$2025   \$2025   \$2025   \$2025   \$2025   \$2025   \$2025   \$2025   \$2025   \$2025   \$2025   \$2025   \$2025   \$2025   \$2025   \$2025   \$2025   \$2025   \$2025   \$2025   \$2025   \$2025   \$2025   \$2025   \$2025   \$2025   \$2025   \$2025   \$2025   \$2025   \$2025   \$2025   \$2025   \$2025   \$2025   \$2025   \$2025   \$2025   \$2025   \$2025   \$2025   \$2025   \$2025   \$2025   \$2025   \$2025   \$2025   \$2025   \$2025   \$2025   \$2025   \$2025   \$2025   \$2025   \$2025   \$2025   \$2025   \$2025   \$2025   \$2025   \$2025   \$2025   \$2025   \$2025   \$2025   \$2025   \$2025   \$2025   \$2025   \$2025   \$2025   \$2025   \$2025   \$2025   \$2025   \$2025   \$2025   \$2025   \$2025   \$2025   \$2025   \$2025   \$2025   \$2025   \$2025   \$2025   \$2025   \$2025   \$2025   \$2025   \$2025   \$2025   \$2025   \$2025   \$2025   \$2025   \$2025   \$2025   \$2025   \$2025   \$2025   \$2025   \$2025   \$2025   \$2025   \$2025   \$2025   \$2025   \$2025   \$2025   \$2025   \$2025   \$2025   \$2025   \$2025   \$2025   \$2025   \$2025   \$2025   \$2025   \$2025   \$2025   \$2025   \$2025   \$2025   \$2025   \$2025   \$2025   \$2025   \$2025   \$2025   \$2025	EC	STBGP	\$7.750	\$11.100	\$7.140	\$10.270	\$7.680	\$10.930	\$7.820	\$11.200	\$8.520	\$12.100
Phase of Work   Source of Funds   2018   2019   2020   2021   2022   2023   2024   2025   2026   2025   2035   323.503   13375   Entige Maintenance Fronter Reputation   Source of Funds   2018   2019   2020   2021   2022   2023   2024   2025   2026   2027   2026   2027   2026   2027   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2	14404 E	Bridge Maintenance an	d Repair,	Movable	Bridges							
EC	Counties: \	√arious		Municipa	lities: Va	arious						
Principal   Prin	Phase of Wo	ork Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
Phase of Work   Source of Funds   2018   2019   2020   2021   2022   2023   2024   2025   2026   2027   2026   2027   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028	EC	STATE	\$21.600	\$28.500	\$28.500	\$28.500	\$28.500	\$28.500	\$29.456	\$31.004	\$32.629	\$35.836
Phase of Work   Source of Funds   2018   2019   2020   2021   2022   2023   2024   2025   2026   2027   2026   2027   2026   2027   2026   2027   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2	17357 E	Bridge Maintenance Fe	nder Repl	lacement								
ERC	Counties: \	√arious		Municipa	lities: Va	arious						
FRC	Phase of Wo	rk Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
Phase of Work   Source of Funds   2018   2019   2020   2021   2022   2023   2024   2025   2026   2027   2026   2027   2026   2027   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2028   2	ERC	NHPP	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000
Palase of Work   Source of Funds   2018   2019   2020   2021   2022   2023   2024   2025   2026   2027   2020   2027   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020	ERC	STBGP	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000
Phase of Work   Source of Funds   2018   2019   2020   2021   2022   2023   2024   2025   2026   2027     ERC	17358 E	Bridge Maintenance Sc	our Coun	termeasu	res							
ERC	Counties: \	√arious		Municipa	lities: Va	arious						
ERC	Phase of Wo	ork Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
Name												\$5.000
Phase of Work   Source of Funds   2018   2019   2020   2021   2022   2023   2024   2025   2026   2027   2020   2021   2020   2021   2020   2021   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020	ERC	STBGP	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000
Phase of Work   Source of Funds   2018   2019   2020   2021   2022   2023   2024   2025   2026   2027   2020   2021   2020   2021   2020   2021   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020   2020	X70 E	Bridge Management Sv	/stem	<u>"</u>								<u>l</u>
Bridge Replacement, Future Projects Counties: Various			,	Municipa	lities: Va	arious						
Bridge Replacement, Future Projects   Various   Variou	Phase of Wo	ork Source of Funds	2018	•			2022	2023	2024	2025	2026	2027
Bridge Preventive Maintenance   Counties:   Various												
Phase of Work   NHPP   \$15.000   \$15.000   \$15.000   \$15.000   \$15.000   \$15.000   \$15.000   \$15.000   \$15.000   \$15.000   \$15.000   \$15.000   \$15.000   \$15.000   \$15.000   \$15.000   \$15.000   \$15.000   \$15.000   \$15.000   \$15.000   \$15.000   \$15.000   \$15.000   \$15.000   \$15.000   \$15.000   \$15.000   \$15.000   \$15.000   \$15.000   \$15.000   \$15.000   \$15.000   \$15.000   \$15.000   \$10.000   \$10.000   \$10.000   \$10.000   \$10.000   \$10.000   \$10.000   \$10.000   \$10.000   \$10.000   \$10.000   \$10.000   \$10.000   \$10.000   \$10.000   \$10.000   \$10.000   \$10.000   \$10.000   \$10.000   \$10.000   \$10.000   \$10.000   \$10.000   \$10.000   \$10.000   \$10.000   \$10.000   \$10.000   \$10.000   \$10.000   \$10.000   \$10.000   \$10.000   \$10.000   \$10.000   \$10.000   \$10.000   \$10.000   \$10.000   \$10.000   \$10.000   \$10.000   \$10.000   \$10.000   \$10.000   \$10.000   \$10.000   \$10.000   \$10.000   \$10.000   \$10.000   \$10.000   \$10.000   \$10.000   \$10.000   \$10.000   \$10.000   \$10.000   \$10.000   \$10.000   \$10.000   \$10.000   \$10.000   \$10.000   \$10.000   \$10.000   \$10.000   \$10.000   \$10.000   \$10.000   \$10.000   \$10.000   \$10.000   \$10.000   \$10.000   \$10.000   \$10.000   \$10.000   \$10.000   \$10.000   \$10.000   \$10.000   \$10.000   \$10.000   \$10.000   \$10.000   \$10.000   \$10.000   \$10.000   \$10.000   \$10.000   \$10.000   \$10.000   \$10.000   \$10.000   \$10.000   \$10.000   \$10.000   \$10.000   \$10.000   \$10.000   \$10.000   \$10.000   \$10.000   \$10.000   \$10.000   \$10.000   \$10.000   \$10.000   \$10.000   \$10.000   \$10.000   \$10.000   \$10.000   \$10.000   \$10.000   \$10.000   \$10.000   \$10.000   \$10.000   \$10.000   \$10.000   \$10.000   \$10.000   \$10.000   \$10.000   \$10.000   \$10.000   \$10.000   \$10.000   \$10.000   \$10.000   \$10.000   \$10.000   \$10.000   \$10.000   \$10.000   \$10.000   \$10.000   \$10.000   \$10.000   \$10.000   \$10.000   \$10.000   \$10.000   \$10.000   \$10.000   \$10.000   \$10.000   \$10.000   \$10.000   \$10.000   \$10.000   \$10.000   \$10.000   \$10.000   \$10.000   \$10.000   \$10.000   \$10.000   \$10.000   \$10.000   \$10.000   \$10.000   \$10.000				4.000	41000	¥	¥	¥	¥	¥	¥	¥ 11000
Phase of Work   Source of Funds   2018   2019   2020   2021   2022   2023   2024   2025   2026   2027		•	iteriance	Municina	litios: Va	arious						
EC   NHPP				•								
EC   STATE   \$25.000   \$30.000   \$30.000   \$30.000   \$30.000   \$30.000   \$30.000   \$30.000   \$30.000   \$30.000   \$30.000   \$30.000   \$30.000   \$30.000   \$30.000   \$30.000   \$30.000   \$30.000   \$30.000   \$30.000   \$30.000   \$30.000   \$30.000   \$30.000   \$30.000   \$30.000   \$30.000   \$30.000   \$30.000   \$30.000   \$30.000   \$30.000   \$30.000   \$30.000   \$30.000   \$30.000   \$30.000   \$30.000   \$30.000   \$30.000   \$30.000   \$30.000   \$30.000   \$30.000   \$30.000   \$30.000   \$30.000   \$30.000   \$30.000   \$30.000   \$30.000   \$30.000   \$30.000   \$30.000   \$30.000   \$30.000   \$30.000   \$30.000   \$30.000   \$30.000   \$30.000   \$30.000   \$30.000   \$30.000   \$30.000   \$30.000   \$30.000   \$30.000   \$30.000   \$30.000   \$30.000   \$30.000   \$30.000   \$30.000   \$30.000   \$30.000   \$30.000   \$30.000   \$30.000   \$30.000   \$30.000   \$30.000   \$30.000   \$30.000   \$30.000   \$30.000   \$30.000   \$30.000   \$30.000   \$30.000   \$30.000   \$30.000   \$30.000   \$30.000   \$30.000   \$30.000   \$30.000   \$30.000   \$30.000   \$30.000   \$30.000   \$30.000   \$30.000   \$30.000   \$30.000   \$30.000   \$30.000   \$30.000   \$30.000   \$30.000   \$30.000   \$30.000   \$30.000   \$30.000   \$30.000   \$30.000   \$30.000   \$30.000   \$30.000   \$30.000   \$30.000   \$30.000   \$30.000   \$30.000   \$30.000   \$30.000   \$30.000   \$30.000   \$30.000   \$30.000   \$30.000   \$30.000   \$30.000   \$30.000   \$30.000   \$30.000   \$30.000   \$30.000   \$30.000   \$30.000   \$30.000   \$30.000   \$30.000   \$30.000   \$30.000   \$30.000   \$30.000   \$30.000   \$30.000   \$30.000   \$30.000   \$30.000   \$30.000   \$30.000   \$30.000   \$30.000   \$30.000   \$30.000   \$30.000   \$30.000   \$30.000   \$30.000   \$30.000   \$30.000   \$30.000   \$30.000   \$30.000   \$30.000   \$30.000   \$30.000   \$30.000   \$30.000   \$30.000   \$30.000   \$30.000   \$30.000   \$30.000   \$30.000   \$30.000   \$30.000   \$30.000   \$30.000   \$30.000   \$30.000   \$30.000   \$30.000   \$30.000   \$30.000   \$30.000   \$30.000   \$30.000   \$30.000   \$30.000   \$30.000   \$30.000   \$30.000   \$30.000   \$30.000   \$30.000   \$30.000   \$30.000   \$30.000   \$30.000   \$												
BC									·			
Name of Work   Source of Funds   2018   2019   2020   2021   2022   2023   2024   2025   2026   2027		_							·			
Phase of Work   Source of Funds   2018   2019   2020   2021   2022   2023   2024   2025   2026   2027     ERC					φ10.000	Ψ10.000	Ψ10.000	φ10.000	φ10.000	φ10.000	φ10.000	ψ10.000
Phase of Work   Source of Funds   2018   2019   2020   2021   2022   2023   2024   2025   2026   2027		• •	uture Proj		lities: \/a	arious						
ERC         NHPP         \$6.000         \$2.800         \$3.572         \$15.458         \$11.378         \$8.672         \$48.426         \$43.702         \$68.325         \$70.866           ERC         STATE         \$1.600         \$22.638         \$22.038         \$22.038         \$22.038         \$107.038         \$98.500         \$98.500         \$98.500           98316         Bridge Scour Counterwesures           Counties: Various           Phase of Work         Source of Funds         2018         2019         2020         2021         2022         2023         2024         2025         2026         2027           ERC         NHPP         \$.500         \$.500         \$.500         \$.500         \$.500         \$.500         \$.500         \$.500         \$.500         \$.500         \$.500         \$.500         \$.500         \$.500         \$.500         \$.500         \$.500         \$.500         \$.500         \$.500         \$.500         \$.500         \$.500         \$.500         \$.500         \$.500         \$.500         \$.500         \$.500         \$.500         \$.500         \$.500         \$.500         \$.500         \$.500         \$.500         \$.500         \$.500         \$.500			2012	•					2224			
BRC							_					
98316			-				-			-		-
Counties: Various           Phase of Work         Source of Funds         2018         2019         2020         2021         2022         2023         2024         2025         2026         2027           ERC         NHPP         \$.500         \$.500         \$.500         \$.500         \$.500         \$.500         \$.500         \$.500         \$.500         \$.500         \$.500         \$.500         \$.500         \$.500         \$.500         \$.500         \$.500         \$.500         \$.500         \$.500         \$.500         \$.500         \$.500         \$.500         \$.500         \$.500         \$.500         \$.500         \$.500         \$.500         \$.500         \$.500         \$.500         \$.500         \$.500         \$.500         \$.500         \$.500         \$.500         \$.500         \$.500         \$.500         \$.500         \$.500         \$.500         \$.500         \$.500         \$.500         \$.500         \$.500         \$.500         \$.500         \$.500         \$.500         \$.500         \$.500         \$.500         \$.500         \$.500         \$.500         \$.500         \$.500         \$.500         \$.500         \$.500         \$.500         \$.500         \$.500         \$.500         \$.1.300 <t< td=""><td></td><td>L</td><td></td><td>ΨΖΖ.000</td><td>ΨΖΖ.000</td><td>ΨΖΖ.000</td><td>Ψ2.000</td><td>Ψ22.000</td><td>ψ107.000</td><td>ψ50.500</td><td>ψ50.500</td><td>ψ50.500</td></t<>		L		ΨΖΖ.000	ΨΖΖ.000	ΨΖΖ.000	Ψ2.000	Ψ22.000	ψ107.000	ψ50.500	ψ50.500	ψ50.500
Phase of Work         Source of Funds         2018         2019         2020         2021         2022         2023         2024         2025         2026         2027           ERC         NHPP         \$.500         \$.500         \$.500         \$.500         \$.500         \$.500         \$.500         \$.500         \$.500         \$.500         \$.500         \$.500         \$.500         \$.500         \$.500         \$.500         \$.500         \$.500         \$.500         \$.500         \$.500         \$.500         \$.500         \$.500         \$.500         \$.500         \$.500         \$.500         \$.500         \$.500         \$.500         \$.500         \$.500         \$.500         \$.500         \$.500         \$.500         \$.500         \$.500         \$.500         \$.500         \$.500         \$.500         \$.500         \$.500         \$.500         \$.500         \$.500         \$.500         \$.500         \$.500         \$.500         \$.500         \$.500         \$.500         \$.500         \$.500         \$.500         \$.500         \$.500         \$.500         \$.1.300         \$.1.300         \$.1.300         \$.1.300         \$.1.300         \$.1.300         \$.1.300         \$.1.300         \$.1.300         \$.1.300         \$.1.300 <t< td=""><td></td><td>•</td><td>neasures</td><td>Municipa</td><td>lition: \/c</td><td>rious</td><td></td><td></td><td></td><td></td><td></td><td></td></t<>		•	neasures	Municipa	lition: \/c	rious						
Seco   NHPP   Seco				•	iiilies. Va	anous						
98319												
Phase of Work   Source of Funds   2018   2019   2020   2021   2022   2023   2024   2025   2026   2027     EC					\$.500	\$.500	\$.500	\$.500	\$.500	\$.500	\$.500	\$.500
Phase of Work         Source of Funds         2018         2019         2020         2021         2022         2023         2024         2025         2026         2027           EC         STATE         \$1.000         \$1.300         \$1.300         \$1.300         \$1.300         \$1.300         \$1.300         \$1.300         \$1.300         \$1.300         \$1.300         \$1.300         \$1.300         \$1.300         \$1.300         \$1.300         \$1.300         \$1.300         \$1.300         \$1.300         \$1.300         \$1.300         \$1.300         \$1.300         \$1.300         \$1.300         \$1.300         \$1.300         \$1.300         \$1.300         \$1.300         \$1.300         \$1.300         \$1.300         \$1.300         \$1.300         \$1.300         \$1.300         \$1.300         \$1.300         \$1.300         \$1.300         \$1.300         \$1.300         \$1.300         \$1.300         \$1.300         \$1.300         \$1.300         \$1.300         \$1.300         \$1.300         \$1.300         \$1.300         \$1.300         \$1.300         \$1.300         \$1.300         \$1.300         \$1.300         \$1.300         \$1.300         \$1.300         \$1.300         \$1.300         \$1.300         \$1.300         \$1.300         \$1.300         \$1.300												
EC         STATE         \$1.000         \$1.300         \$1.300         \$1.300         \$1.300         \$1.300         \$1.300         \$1.300         \$1.300         \$1.300         \$1.300         \$1.300         \$1.300         \$1.300         \$1.300         \$1.300         \$1.300         \$1.300         \$1.300         \$1.300         \$1.300         \$1.300         \$1.300         \$1.300         \$1.300         \$1.300         \$1.300         \$1.300         \$1.300         \$1.300         \$1.300         \$1.300         \$1.300         \$1.300         \$1.300         \$1.300         \$1.300         \$1.300         \$1.300         \$1.300         \$1.300         \$1.300         \$1.300         \$1.300         \$1.300         \$1.300         \$1.300         \$1.300         \$1.300         \$1.300         \$1.300         \$1.300         \$1.300         \$1.300         \$1.300         \$1.300         \$1.300         \$1.300         \$1.300         \$1.300         \$1.300         \$1.300         \$1.300         \$1.300         \$1.300         \$1.300         \$1.300         \$1.300         \$1.300         \$1.300         \$1.300         \$1.300         \$1.300         \$1.300         \$1.300         \$1.300         \$1.300         \$1.300         \$1.300         \$1.300         \$1.300         \$1.300         \$1.300	Counties:	√arious		Municipa	ilities: Va	arious						
02379 Congestion Relief, Intelligent Transportation System Improvements (Smart Move Program)           Counties:         Various         Municipalities:         Various           Phase of Work         Source of Funds         2018         2019         2020         2021         2022         2023         2024         2025         2026         2027           ERC         STATE         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000	Phase of Wo			2019		2021	2022	2023	2024	2025	2026	2027
Counties: Various           Phase of Work         Source of Funds         2018         2019         2020         2021         2022         2023         2024         2025         2026         2027           ERC         STATE         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2	EC	STATE	\$1.000	\$1.300	\$1.300	\$1.300	\$1.300	\$1.300	\$1.300	\$1.300	\$1.300	\$1.300
Phase of Work         Source of Funds         2018         2019         2020         2021         2022         2023         2024         2025         2026         2027           ERC         STATE         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000	02379	Congestion Relief, Inte	lligent Tra	nsportati	on Systen	n Improve	ments (Sn	nart Move	Program	)		
ERC         STATE         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000	Counties: \	√arious		Municipa	lities: Va	arious						
ERC         STATE         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000         \$2.000	Phase of Wo	rk Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
Counties:         Various         Municipalities:         Various           Phase of Work         Source of Funds         2018         2019         2020         2021         2022         2023         2024         2025         2026         2027	ERC	STATE										\$2.000
Counties:         Various         Municipalities:         Various           Phase of Work         Source of Funds         2018         2019         2020         2021         2022         2023         2024         2025         2026         2027	02378	Congestion Relief. One	rational Ir	nproveme	ents (Fast	Move Pro	gram)	-			_	
Phase of Work Source of Funds 2018 2019 2020 2021 2022 2023 2024 2025 2026 2027		• • •		•	•		<i>-</i> ,					
				•			2022	2023	2024	2025	2026	2027
												\$1.000
			Ţ000	Ţ000	Ţ000	Ţ000	Ţ000	Ţ000	Ţ000	Ţ000	Ţ000	Ţ <b>5</b> 00

C	nstruction Inspectio	n									
Counties: Va	rious		Municipa	lities: Va	rious						
	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
EC	STATE	\$9.000	\$10.000	\$10.000	\$11.500	\$11.500	\$11.500	\$11.500	\$11.500	\$11.500	\$11.500
05304 Co	nstruction Program	IT System	(TRNS.PC	ORT)							
Counties: Va	rious		Municipa	lities: Va	rious						
Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
EC	STATE	\$.750	\$.770	\$.800	\$.850	\$.850	\$.875	\$.900	\$.900	\$.950	\$.975
X242 Cra	ash Reduction Progr	am									
Counties: Va	rious		Municipa	lities: Va	rious						
Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
EC	HSIP	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000
09316 Cu	Ivert Replacement P	rogram									
Counties: Va	rious		Municipa	lities: Va	rious						
Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
ERC	STATE	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000
ERC	STBGP	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000
X142 DB	E Supportive Servic	es Progra	m				•				
	rious	•	Municipa	lities: Va	rious						
Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
EC EC	STBGP	\$.330	\$.330	\$.330	\$.330	\$.330	\$.330	\$.330	\$.330	\$.330	\$.330
X106 De	sign, Emerging Proj	ects		·			'	·	·		·
	rious		Municipa	lities: Va	rious						
	Source of Funds		•			2022	2022	2024	2025	2026	2027
DES	STATE	<b>2018</b> \$11.000	<b>2019</b> \$11.000	<b>2020</b> \$11.000	<b>2021</b> \$11.000	<b>2022</b> \$11.000	<b>2023</b> \$11.000	<b>2024</b> \$11.000	<b>2025</b> \$11.000	<b>2026</b> \$11.000	<b>2027</b> \$11.000
DES	STBGP	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000
05342 De		,	,	*	*	,	,	*	*		*
	sian (Jeotechnical F	naineerin	n Tasks								
	<b>sign, Geotechnical E</b> rious	Engineerin	•	lities: Va	rious						
Counties: Va	rious	J	Municipa			2022	2022	2024	2025	2026	2027
Counties: Va	rious  Source of Funds	Engineerin 2018	Municipa 2019	2020	rious <b>2021</b>	<b>2022</b> \$.500	<b>2023</b>	2024	<b>2025</b> \$.500	<b>2026</b> \$ 500	2027
Counties: Va Phase of Work DES	Source of Funds STATE	2018	Municipal 2019 \$.500			<b>2022</b> \$.500	<b>2023</b> \$.500	2024	<b>2025</b> \$.500	<b>2026</b> \$.500	2027
Counties: Va Phase of Work DES X197 Dis	Source of Funds STATE sadvantaged Busines	2018	Municipal 2019 \$.500	<b>2020</b> \$.500	2021			2024			2027
Phase of Work  DES  X197  Dis  Counties: Va	Source of Funds STATE sadvantaged Busines rious	2018 ss Enterpr	Municipal 2019 \$.500 ise Municipal	<b>2020</b> \$.500 <b>lities:</b> Va	2021	\$.500	\$.500		\$.500	\$.500	
Phase of Work  DES  X197  Counties: Va  Phase of Work	Source of Funds STATE Sadvantaged Busines rious Source of Funds	2018 ss Enterpr	Municipal 2019 \$.500 rise Municipal 2019	2020 \$.500 lities: Va 2020	2021 rious 2021	\$.500 <b>2022</b>	\$.500 <b>2023</b>	2024	\$.500 <b>2025</b>	\$.500 <b>2026</b>	2027
Counties: Va Phase of Work  DES  X197 Dis Counties: Va Phase of Work  EC	Source of Funds STATE Sadvantaged Busines rious Source of Funds STBGP	2018 ss Enterpr 2018 \$.100	Municipal 2019 \$.500 ise Municipal 2019 \$.100	<b>2020</b> \$.500 <b>lities:</b> Va	2021	\$.500	\$.500		\$.500	\$.500	
Counties: Va Phase of Work  DES  X197 Dis Counties: Va Phase of Work  EC  X154D Draw	Source of Funds STATE Sadvantaged Busines rious Source of Funds STBGP STBGP STBGP	2018 ss Enterpr 2018 \$.100	Municipal 2019 \$.500 rise Municipal 2019 \$.100 /ements	2020 \$.500 lities: Va 2020 \$.100	2021 rious 2021 \$.100	\$.500 <b>2022</b>	\$.500 <b>2023</b>	2024	\$.500 <b>2025</b>	\$.500 <b>2026</b>	2027
Phase of Work  DES  X197 Counties: Va  Phase of Work  EC  X154D Counties: Va	Source of Funds STATE Sadvantaged Busines rious Source of Funds STBGP	2018 ss Enterpr 2018 \$.100 n & Improv	Municipal 2019 \$.500 rise Municipal 2019 \$.100 /ements Municipal	2020 \$.500 lities: Va 2020 \$.100	2021 rious 2021 \$.100	\$.500 <b>2022</b> \$.100	<b>2023</b> \$.100	<b>2024</b> \$.100	\$.500 <b>2025</b> \$.100	\$.500 <b>2026</b> \$.100	<b>2027</b> \$.100
Counties: Va Phase of Work  DES  X197 Dis Counties: Va Phase of Work  EC  X154D Dra Counties: Va Phase of Work	Source of Funds STATE Sadvantaged Busines Frious Source of Funds STBGP S	2018 ss Enterpr 2018 \$.100 a & Improv 2018	Municipal 2019 \$.500 Sise Municipal 2019 \$.100 /ements Municipal 2019	2020 \$.500 lities: Va 2020 \$.100 lities: Va 2020	2021  rious 2021 \$.100  rious 2021	\$.500 2022 \$.100	2023 \$.100	2024 \$.100	\$.500 <b>2025</b> \$.100	\$.500 <b>2026</b> \$.100	<b>2027</b> \$.100
Counties: Va Phase of Work  DES  X197 Dis Counties: Va Phase of Work  EC  X154D Dra Counties: Va Phase of Work  EC	Source of Funds STATE Sadvantaged Busines rious Source of Funds STBGP Sinage Rehabilitation rious Source of Funds STBGP STBGP	2018 ss Enterpr 2018 \$.100 a & Improv 2018 \$5.000	Municipal 2019 \$.500 ise Municipal 2019 \$.100 vements Municipal 2019 \$5.000	2020 \$.500 lities: Va 2020 \$.100 lities: Va 2020 \$5.000	2021 rious 2021 \$.100	\$.500 <b>2022</b> \$.100	<b>2023</b> \$.100	<b>2024</b> \$.100	\$.500 <b>2025</b> \$.100	\$.500 <b>2026</b> \$.100	<b>2027</b> \$.100
Counties: Va Phase of Work  DES  X197 Dis Counties: Va Phase of Work  EC  X154D Dra Counties: Va Phase of Work  EC  X154D Dra Counties: Va	Source of Funds STATE Sadvantaged Busines rious Source of Funds STBGP Sinage Rehabilitation rious Source of Funds STBGP STBGP STBGP	2018 ss Enterpr 2018 \$.100 a & Improv 2018 \$5.000	Municipal 2019 \$.500 rise Municipal 2019 \$.100 //ements Municipal 2019 \$5.000	2020 \$.500 lities: Va 2020 \$.100 lities: Va 2020 \$5.000 State	2021  rious 2021 \$.100  rious 2021 \$5.000	\$.500 2022 \$.100	2023 \$.100	2024 \$.100	\$.500 <b>2025</b> \$.100	\$.500 <b>2026</b> \$.100	<b>2027</b> \$.100
Counties: Va Phase of Work  DES  X197 Dis Counties: Va Phase of Work  EC  X154D Dra Counties: Va Phase of Work  EC  X154D Dra Counties: Va	Source of Funds STATE Sadvantaged Busines rious Source of Funds STBGP Sinage Rehabilitation rious Source of Funds STBGP STBGP	2018 ss Enterpr 2018 \$.100 a & Improv 2018 \$5.000	Municipal 2019 \$.500 ise Municipal 2019 \$.100 vements Municipal 2019 \$5.000	2020 \$.500 lities: Va 2020 \$.100 lities: Va 2020 \$5.000 State	2021  rious 2021 \$.100  rious 2021 \$5.000	\$.500 2022 \$.100	2023 \$.100	2024 \$.100	\$.500 <b>2025</b> \$.100	\$.500 <b>2026</b> \$.100	<b>2027</b> \$.100
Counties: Va Phase of Work  DES  X197 Dis Counties: Va Phase of Work  EC  X154D Dra Counties: Va Phase of Work  EC  X154 Dra Counties: Va Phase of Work  EC  X154 Dra Counties: Va	Source of Funds STATE Sadvantaged Busines Frious Source of Funds STBGP Sinage Rehabilitation Frious Source of Funds STBGP STBG	2018 ss Enterpr 2018 \$.100 a & Improv 2018 \$5.000 a and Mair 2018	Municipal 2019 \$.500 rise Municipal 2019 \$.100 /ements Municipal 2019 \$5.000 ntenance, Municipal 2019	2020 \$.500 lities: Va 2020 \$.100 lities: Va 2020 \$5.000 State lities: Va 2020	2021  rrious 2021 \$.100  rrious 2021 \$5.000  rrious 2021	\$.500  2022 \$.100  2022 \$5.000	2023 \$.100 2023 \$5.000	2024 \$.100 2024 \$5.000	\$.500  2025 \$.100  2025 \$5.000	\$.500  2026 \$.100  2026 \$5.000	2027 \$.100 2027 \$5.000
Counties: Va Phase of Work  DES  X197 Dis Counties: Va Phase of Work  EC  X154D Dra Counties: Va Phase of Work  EC  X154D Dra Counties: Va	Source of Funds STATE Sadvantaged Busines Frious Source of Funds STBGP Sinage Rehabilitation Frious STBGP	2018 ss Enterpr 2018 \$.100 a & Improv 2018 \$5.000 a and Mair	Municipal 2019 \$.500 rise Municipal 2019 \$.100 /ements Municipal 2019 \$5.000 ntenance, Municipal	2020 \$.500 lities: Va 2020 \$.100 lities: Va 2020 \$5.000 State lities: Va	2021  prious 2021 \$.100  prious 2021 \$5.000	\$.500  2022 \$.100  2022 \$5.000	\$.500 2023 \$.100 2023 \$5.000	2024 \$.100 2024 \$5.000	\$.500  2025 \$.100  2025 \$5.000	\$.500 2026 \$.100 2026 \$5.000	2027 \$.100 2027 \$5.000
Counties: Va Phase of Work  DES  X197 Dis Counties: Va Phase of Work  EC  X154D Dra Counties: Va Phase of Work  EC  X154 Dra Counties: Va Phase of Work  EC  X154 EC  X154 Dra Counties: Va Phase of Work  EC  X154 Dra Counties: Va	Source of Funds STATE Sadvantaged Busines rious Source of Funds STBGP Sinage Rehabilitation rious Source of Funds STBGP	2018 ss Enterpr 2018 \$.100 a & Improv 2018 \$5.000 a and Mair 2018	Municipal 2019 \$.500 rise Municipal 2019 \$.100 /ements Municipal 2019 \$5.000 ntenance, Municipal 2019 \$17.000	2020 \$.500 lities: Va 2020 \$.100 lities: Va 2020 \$5.000 State lities: Va 2020 \$17.000	2021  rious 2021 \$.100  rious 2021 \$5.000  rious 2021 \$17.000	\$.500  2022 \$.100  2022 \$5.000	2023 \$.100 2023 \$5.000	2024 \$.100 2024 \$5.000	\$.500  2025 \$.100  2025 \$5.000	\$.500  2026 \$.100  2026 \$5.000	2027 \$.100 2027 \$5.000
Counties: Va Phase of Work  DES  X197 Dis Counties: Va Phase of Work  EC  X154D Dra Counties: Va Phase of Work  EC  X154 Dra Counties: Va Phase of Work  EC  X154 EC  X154 Dra Counties: Va Phase of Work  EC  X154 Dra Counties: Va	Source of Funds STATE Sadvantaged Busines rious Source of Funds STBGP Sinage Rehabilitation rious Source of Funds STBGP STATE	2018 ss Enterpr 2018 \$.100 a & Improv 2018 \$5.000 a and Mair 2018	Municipal 2019 \$.500 rise Municipal 2019 \$.100 /ements Municipal 2019 \$5.000 ntenance, Municipal 2019	2020 \$.500 lities: Va 2020 \$.100 lities: Va 2020 \$5.000 State lities: Va 2020 \$17.000	2021  rious 2021 \$.100  rious 2021 \$5.000  rious 2021 \$17.000	\$.500  2022 \$.100  2022 \$5.000	2023 \$.100 2023 \$5.000	2024 \$.100 2024 \$5.000	\$.500  2025 \$.100  2025 \$5.000	\$.500  2026 \$.100  2026 \$5.000	2027 \$.100 2027 \$5.000
Counties: Va Phase of Work  DES  X197 Dis Counties: Va Phase of Work  EC  X154D Dra Counties: Va Phase of Work  EC  X154 Dra Counties: Va Phase of Work  EC  X154 Dra Counties: Va Phase of Work  EC  X154 Dra Counties: Va	Source of Funds STATE Sadvantaged Busines rious Source of Funds STBGP Sinage Rehabilitation rious Source of Funds STBGP	2018 ss Enterpr 2018 \$.100 a & Improv 2018 \$5.000 a and Mair 2018	Municipal 2019 \$.500 rise Municipal 2019 \$.100 /ements Municipal 2019 \$5.000 ntenance, Municipal 2019 \$17.000	2020 \$.500 lities: Va 2020 \$.100 lities: Va 2020 \$5.000 State lities: Va 2020 \$17.000	2021  rious 2021 \$.100  rious 2021 \$5.000  rious 2021 \$17.000	\$.500  2022 \$.100  2022 \$5.000	2023 \$.100 2023 \$5.000	2024 \$.100 2024 \$5.000	\$.500  2025 \$.100  2025 \$5.000	\$.500  2026 \$.100  2026 \$5.000	2027 \$.100 2027 \$5.000 2027 \$17.000
Counties: Va Phase of Work  DES  X197 Dis Counties: Va Phase of Work  EC  X154D Dra Counties: Va Phase of Work  EC  X154 Dra Counties: Va Phase of Work  EC  X154 Dra Counties: Va Phase of Work  EC  X154 Dra Counties: Va	Source of Funds STATE Sadvantaged Busines rious Source of Funds STBGP Sinage Rehabilitation rious Source of Funds STBGP STATE Sctrical Facilities rious	2018 ss Enterpr 2018 \$.100 a & Improv 2018 \$5.000 a and Mair 2018 \$17.000	Municipal 2019 \$.500 rise Municipal 2019 \$.100 vements Municipal 2019 \$5.000 ntenance, Municipal 2019 \$17.000	2020 \$.500 \$ities: Va 2020 \$.100 State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State	2021 srious 2021 \$.100 rious 2021 \$5.000 rious 2021 \$17.000	\$.500  2022 \$.100  2022 \$5.000  2022 \$17.000	2023 \$.100 2023 \$5.000 2023 \$17.000	2024 \$.100 2024 \$5.000 2024 \$17.000	\$.500  2025 \$.100  2025 \$5.000  2025 \$17.000	\$.500  2026 \$.100  2026 \$5.000  2026 \$17.000	2027 \$.100 2027 \$5.000 2027 \$17.000
Counties: Va Phase of Work  DES  X197 Dis Counties: Va Phase of Work  EC  X154D Dra Counties: Va Phase of Work  EC  X154 Dra Counties: Va Phase of Work  EC  X154 Dra Counties: Va Phase of Work  EC  X154 Ele Counties: Va Phase of Work  EC	Source of Funds STATE Sadvantaged Busines rious Source of Funds STBGP Source of Funds STBGP Source of Funds STBGP STBGP STBGP STBGP STBGP STBGP STATE Sctrical Facilities rious Source of Funds	2018 ss Enterpr 2018 \$.100 a & Improv 2018 \$5.000 a and Mair 2018 \$17.000	Municipal 2019 \$.500 rise Municipal 2019 \$.100 /ements Municipal 2019 \$5.000 ntenance, Municipal 2019 \$17.000  Municipal 2019 \$17.000	2020 \$.500 lities: Va 2020 \$.100 lities: Va 2020 \$17.000 lities: Va 2020 \$7.000	2021 srious 2021 \$.100 rious 2021 \$5.000 rious 2021 \$17.000 rious 2021	\$.500  2022 \$.100  2022 \$5.000  2022 \$17.000	2023 \$.100 2023 \$5.000 2023 \$17.000	2024 \$.100 2024 \$5.000 2024 \$17.000	\$.500  2025 \$.100  2025 \$5.000  2025 \$17.000	\$.500  2026 \$.100  2026 \$5.000  2026 \$17.000	2027 \$.100 2027 \$5.000 2027 \$17.000
Counties: Va Phase of Work  DES  X197 Dis Counties: Va Phase of Work  EC  X154D Dra Counties: Va Phase of Work  EC  X154 Dra Counties: Va Phase of Work  EC  X154 Dra Counties: Va Phase of Work  EC  X154 Dra Counties: Va Phase of Work  EC  X241 Ele Counties: Va Phase of Work  EC  X241 Ele Counties: Va Phase of Work  EC  X241 Ele Counties: Va	Source of Funds STATE Sadvantaged Busines Frious Source of Funds STBGP Sinage Rehabilitation Frious Source of Funds STBGP STATE STATE STATE STATE STATE STATE	2018 ss Enterpr 2018 \$.100 a & Improv 2018 \$5.000 a and Mair 2018 \$17.000	Municipal 2019 \$.500 rise Municipal 2019 \$.100 /ements Municipal 2019 \$5.000 ntenance, Municipal 2019 \$17.000  Municipal 2019 \$17.000	2020 \$.500 lities: Va 2020 \$.100 lities: Va 2020 \$17.000 lities: Va 2020 \$7.000 wide	2021  strious 2021 \$.100  strious 2021 \$5.000  strious 2021 \$17.000  strious 2021 \$7.000	\$.500  2022 \$.100  2022 \$5.000  2022 \$17.000	2023 \$.100 2023 \$5.000 2023 \$17.000	2024 \$.100 2024 \$5.000 2024 \$17.000	\$.500  2025 \$.100  2025 \$5.000  2025 \$17.000	\$.500  2026 \$.100  2026 \$5.000  2026 \$17.000	2027 \$.100 2027 \$5.000 2027 \$17.000
Counties: Va Phase of Work  TES  X197  Counties: Va Phase of Work  EC  X154D  Counties: Va Phase of Work  EC  X154  Counties: Va Phase of Work  EC  X241  Counties: Va Phase of Work  EC  X241  Counties: Va Phase of Work  EC  Counties: Va	Source of Funds STATE Sadvantaged Busines Frious Source of Funds STBGP Source of Funds STBGP STATE Source of Funds STATE	2018 ss Enterpr 2018 \$.100 a & Improv 2018 \$5.000 a and Mair 2018 \$17.000	Municipal 2019 \$.500 rise Municipal 2019 \$.100 /ements Municipal 2019 \$5.000 ntenance, Municipal 2019 \$17.000  Municipal 2019 \$7.000 ent, State	2020 \$.500 lities: Va 2020 \$.100 lities: Va 2020 \$17.000 lities: Va 2020 \$7.000 wide	2021  strious 2021 \$.100  strious 2021 \$5.000  strious 2021 \$17.000  strious 2021 \$7.000	\$.500  2022 \$.100  2022 \$5.000  2022 \$17.000	2023 \$.100 2023 \$5.000 2023 \$17.000	2024 \$.100 2024 \$5.000 2024 \$17.000	\$.500  2025 \$.100  2025 \$5.000  2025 \$17.000	\$.500  2026 \$.100  2026 \$5.000  2026 \$17.000	2027 \$.100 2027 \$5.000 2027 \$17.000
Counties: Va Phase of Work  TES  X197  Counties: Va Phase of Work  EC  X154D  Counties: Va Phase of Work  EC  X154  Counties: Va Phase of Work  EC  X241  Counties: Va Phase of Work  EC  X241  Counties: Va Phase of Work  EC  Counties: Va	Source of Funds STATE Sadvantaged Busines Frious Source of Funds STBGP Sinage Rehabilitation Frious Source of Funds STBGP STBGP STBGP STATE Sectrical Facilities Frious Source of Funds STATE Sectrical Load Center Frious	2018 ss Enterpr 2018 \$.100 a & Improv 2018 \$5.000 a and Mair 2018 \$17.000  2018 \$7.000  Replacem	Municipal 2019 \$.500 ise Municipal 2019 \$.100 /ements Municipal 2019 \$5.000 ntenance, Municipal 2019 \$17.000  Municipal 2019 \$7.000 ent, State Municipal	2020 \$.500 lities: Va 2020 \$.100 lities: Va 2020 \$5.000 State lities: Va 2020 \$17.000 lities: Va 2020 \$7.000 wide lities: Va	2021  rious 2021 \$.100  rious 2021 \$5.000  rious 2021 \$17.000  rious 2021 \$7.000	\$.500  2022 \$.100  2022 \$5.000  2022 \$17.000  2022 \$7.000	2023 \$.100 2023 \$5.000 2023 \$17.000 2023 \$7.000	2024 \$.100 2024 \$5.000 2024 \$17.000 2024 \$7.000	\$.500  2025 \$.100  2025 \$5.000  2025 \$17.000  2025 \$7.000	\$.500  2026 \$.100  2026 \$5.000  2026 \$17.000  2026 \$7.000	2027 \$.100 2027 \$5.000 2027 \$17.000 2027 \$7.000

17360 E	Emergency Manageme	nt and Tra	nsportatio	on Securi	ty Suppor	t					
Counties: \	/arious		Municipa	lities: Va	rious						
Phase of Wo	rk Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
ERC	STATE	\$1.500	\$1.500	\$1.500	\$1.500	\$1.500	\$1.500	\$1.500	\$1.500	\$1.500	\$1.500
X75 E	Environmental Investion	gations									
Counties: \	/arious		Municipa	lities: Va	rious						
Phase of Wo	rk Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
EC	STATE	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000
03309 E	Environmental Project	Support									
Counties: \	/arious		Municipa	lities: Va	rious						
Phase of Wo	rk Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
ERC	STATE	\$.500	\$.500	\$.500	\$.500	\$.600	\$.600	\$.600	\$.600	\$.600	\$.600
X15 E	Equipment (Vehicles, (	Constructi	on, Safety	')			•				
	/arious		Municipal	•	rious						
Phase of Wo	rk Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
EC	STATE	\$22.000	\$25.000		\$25.000	\$25.000	\$25.000	\$25.000	\$25.000	\$25.000	\$25.000
X15A E	Equipment, Snow and	Ice Remov	/al								·
	/arious		Municipal	lities: Va	rious						
Phase of We	rk Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
EC EC	STATE	\$8.000	\$8.000	\$8.000	\$8.000	\$8.000	\$8.000	\$8.000	\$8.000	\$8.000	\$8.000
	Ferry Program	φοισσο	ψ0.000	ψο.σσσ	ψοισσσ	ψο.σσσ	ψοισσσ	ψ0.000	ψο.σσσ	ψοισσσ	ψο.σσσ
	/arious		Municipa	lities: Va	rious						
		2040	•			2022	2022	2024	2025	2020	2027
ERC	rk Source of Funds	<b>2018</b> \$4.000	<b>2019</b> \$4.000	<b>2020</b> \$4.000	<b>2021</b> \$4.000	<b>2022</b> \$4.000	<b>2023</b> \$4.000	<b>2024</b> \$4.000	<b>2025</b> \$4.000	<b>2026</b> \$4.000	<b>2027</b> \$4.000
	1	·	·	,	Ψ+.000	Ψ4.000	ψ4.000	ψ4.000	ψ4.000	ψ4.000	ψ4.000
	<b>∃ighway Safety Improv</b> ∕arious	ement Pro	Municipa	•	rious						
		2212	•					2024			
Phase of wo	rk Source of Funds HSIP	<b>2018</b> \$4.000	<b>2019</b> \$4.000	<b>2020</b> \$4.000	<b>2021</b> \$4.000	<b>2022</b> \$4.000	<b>2023</b> \$4.000	<b>2024</b> \$4.000	<b>2025</b> \$4.000	<b>2026</b> \$4.000	<b>2027</b> \$4.000
	_	·	·	ψ4.000	ψ4.000	ψ4.000	ψ <del>4</del> .000	ψ4.000	ψ4.000	ψ4.000	ψ4.000
	ntelligent Traffic Signa /arious	ai Systems	s Municipa	litios: \/a	rioue						
			•								
Phase of Wo	rk Source of Funds CMAQ	2018	2019	2020	2021	2022	2023	<b>2024</b> \$25.000	2025	2026	2027
		\$20.000	\$20.000		\$20.000	\$25.000	\$25.000	\$25.000	\$25.000	\$25.000	\$25.000
	ntelligent Transportati	on Systen									
	/arious		Municipa								
	rk Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
EC	STBGP	\$3.200	\$3.200	\$3.200	\$3.200	\$3.200	\$3.200	\$3.200	\$3.200	\$3.200	\$3.200
	ntersection Improvem	ent Progra	` •	•	•						
Counties: \	/arious		Municipa	lities: Va	irious						
	rk Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
ERC	HSIP	\$3.000	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000
ERC	STATE	\$.250	\$.250	\$.250	\$.250	\$.250	\$.250	\$.250	\$.250	\$.250	\$.250
	nterstate Service Facil	lities									
Counties: \	/arious		Municipa	lities: Va	irious						
	rk Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
EC	STATE	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000
13305 J	Job Order Contracting	Infrastruc	-	•							
Counties: \	/arious		Municipa	lities: Va	rious						
Phase of Wo	rk Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
EC	STBGP	\$10.000	\$10.500	\$11.025	\$11.576	\$12.155	\$12.763	\$13.401	\$14.071	\$14.775	\$15.513
				- <u></u>	-	-	- <u></u>	-			

X137 Counties:	<b>Leg</b>	al Costs for Right o	of Way Co			rious						
				•	<b>lities</b> : Va							
	/ork	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
EC		STATE	\$1.600	\$1.600	\$1.600	\$1.600	\$1.600	\$1.600	\$1.600	\$1.600	\$1.600	\$1.600
10347		al Aid Consultant S	Services									
Counties:	Vari	ous		Municipa	<b>lities</b> : Va	rious						
Phase of W	/ork	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
EC		STBGP-NJ		\$1.200		\$1.200		\$1.200		\$1.200		\$1.200
06327	Loc	al Aid Grant Manag	ement Sy	stem								
Counties:	Vari	ous		Municipa	<b>lities</b> : Va	rious						
Phase of W	/ork	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
EC		STATE	\$.160	\$.160	\$.160	\$.160	\$.160	\$.160	\$.160	\$.160	\$.160	\$.160
X186	Loc	al Aid, Infrastructui	re Fund									
Counties:	Vari	ous		Municipa	lities: Va	rious						
Phase of W	/ork	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
ERC		STATE	\$30.100	\$30.100	\$30.100	\$30.100	\$30.100	\$30.100	\$30.100	\$28.000	\$28.000	\$28.000
08387	Loc	al Bridges, Future	Needs		<u>l</u>				<u>l</u>	<u> </u>	<u>.</u>	<u>'</u>
Counties:	Vari	•		Municipa	lities: Va	rious						
Phase of W	/ork	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
ERC	1	STATE	\$47.300	\$47.300	\$47.300	\$47.300	\$47.300	\$47.300	\$47.300	\$44.000	\$44.000	\$44.000
X065	Loc	al CMAQ Initiatives										
Counties:	Vari			Municipa	lities: Va	rious						
Phase of W	lork	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
EC	I	CMAQ	\$7.500	\$7.500	\$7.500	\$7.500	\$7.500	\$7.500	\$7.500	\$7.500	\$7.500	\$7.500
_												
06326	Loc	al Concent Develor	ment Sur	nort								
06326 Counties:		al Concept Develor	oment Sup	•	<b>lities</b> : Va	rious						
Counties:	Vari	ous	·	Municipa	lities: Va		2022	2022	2024	2025	2026	2027
Counties: Phase of W	Vari	ous Source of Funds	2018	Municipa 2019	2020	2021	<b>2022</b> \$2 925	<b>2023</b> \$2 925	<b>2024</b> \$2 925	<b>2025</b> \$2 925	<b>2026</b> \$2 925	<b>2027</b> \$2 925
Counties: Phase of W	Vari	ous  Source of Funds  STBGP-NJ	<b>2018</b> \$2.925	Municipa			<b>2022</b> \$2.925	<b>2023</b> \$2.925	<b>2024</b> \$2.925	<b>2025</b> \$2.925	<b>2026</b> \$2.925	<b>2027</b> \$2.925
Counties: Phase of W PLS X41B1	Vari	Source of Funds STBGP-NJ al County Aid, NJT	<b>2018</b> \$2.925	Municipa 2019 \$2.925	<b>2020</b> \$2.925	<b>2021</b> \$2.925						
Counties: Phase of W PLS X41B1 Counties:	Varion Va	Source of Funds STBGP-NJ al County Aid, NJT	<b>2018</b> \$2.925	Municipa 2019 \$2.925 Municipa	<b>2020</b> \$2.925 <b>lities:</b> Va	<b>2021</b> \$2.925	\$2.925	\$2.925	\$2.925	\$2.925	\$2.925	\$2.925
Counties: Phase of W PLS X41B1 Counties: Phase of W	Varion Va	Source of Funds STBGP-NJ al County Aid, NJTI ous Source of Funds	2018 \$2.925 PA	2019 \$2.925 Municipa 2019	2020 \$2.925 lities: Va	2021 \$2.925 rrious 2021	\$2.925 <b>2022</b>	\$2.925 <b>2023</b>	\$2.925 <b>2024</b>	\$2.925 <b>2025</b>	\$2.925 <b>2026</b>	\$2.925 <b>2027</b>
Counties: Phase of W PLS  X41B1 Counties: Phase of W ERC	Varion Va	Source of Funds STBGP-NJ al County Aid, NJTI ous Source of Funds STATE	2018 \$2.925 PA 2018 \$105.470	2019 \$2.925 Municipa 2019	2020 \$2.925 lities: Va	2021 \$2.925 rrious 2021	\$2.925	\$2.925 <b>2023</b>	\$2.925	\$2.925	\$2.925	\$2.925
Counties: Phase of W PLS X41B1 Counties: Phase of W ERC 17390	Varion Varion Varion Varion Varion Varion Varion Local Varion Var	Source of Funds STBGP-NJ al County Aid, NJTI ous Source of Funds STATE al Freight Impact F	2018 \$2.925 PA 2018 \$105.470	Municipa 2019 \$2.925  Municipa 2019 \$105.470	2020 \$2.925 lities: Va 2020 \$105.470	2021 \$2.925 rrious 2021 \$105.470	\$2.925 <b>2022</b>	\$2.925 <b>2023</b>	\$2.925 <b>2024</b>	\$2.925 <b>2025</b>	\$2.925 <b>2026</b>	\$2.925 <b>2027</b>
Counties: Phase of W PLS  X41B1 Counties: Phase of W ERC	Varion Va	Source of Funds STBGP-NJ al County Aid, NJTI ous Source of Funds STATE al Freight Impact F	2018 \$2.925 PA 2018 \$105.470	Municipa 2019 \$2.925  Municipa 2019 \$105.470	2020 \$2.925 lities: Va	2021 \$2.925 rrious 2021 \$105.470	\$2.925 <b>2022</b>	\$2.925 <b>2023</b>	\$2.925 <b>2024</b>	\$2.925 <b>2025</b>	\$2.925 <b>2026</b>	\$2.925 <b>2027</b>
Counties: Phase of W PLS  X41B1 Counties: Phase of W ERC  17390 Counties: Phase of W	Vario	Source of Funds STBGP-NJ al County Aid, NJTI ous Source of Funds STATE al Freight Impact F ous Source of Funds	2018 \$2.925 PA 2018 \$105.470 und	Municipa 2019 \$2.925  Municipa 2019 \$105.470  Municipa 2019	2020 \$2.925 lities: Va 2020 \$105.470 lities: Va 2020	2021 \$2.925 rrious 2021 \$105.470 rrious 2021	\$2.925 <b>2022</b> \$105.470	\$2.925 2023 \$105.470 2023	\$2.925 <b>2024</b> \$105.470 <b>2024</b>	\$2.925 <b>2025</b> \$98.110 <b>2025</b>	\$2.925 <b>2026</b> \$98.110 <b>2026</b>	\$2.925 <b>2027</b> \$98.110
Counties: Phase of W PLS  X41B1 Counties: Phase of W ERC  17390 Counties:	Vario	Source of Funds STBGP-NJ al County Aid, NJTI ous Source of Funds STATE al Freight Impact Fous	2018 \$2.925 PA 2018 \$105.470 und	2019 \$2.925 Municipa 2019 \$105.470	2020 \$2.925 lities: Va 2020 \$105.470 lities: Va	2021 \$2.925 rious 2021 \$105.470	\$2.925 <b>2022</b> \$105.470	\$2.925 <b>2023</b> \$105.470	\$2.925 <b>2024</b> \$105.470	\$2.925 <b>2025</b> \$98.110	\$2.925 <b>2026</b> \$98.110	\$2.925 <b>2027</b> \$98.110
Counties: Phase of W PLS  X41B1 Counties: Phase of W ERC  17390 Counties: Phase of W	Vario	Source of Funds STBGP-NJ al County Aid, NJTI ous Source of Funds STATE al Freight Impact F ous Source of Funds	2018 \$2.925 PA  2018  \$105.470  und  2018  \$30.100	Municipa 2019 \$2.925  Municipa 2019 \$105.470  Municipa 2019	2020 \$2.925 lities: Va 2020 \$105.470 lities: Va 2020	2021 \$2.925 rrious 2021 \$105.470 rrious 2021	\$2.925 <b>2022</b> \$105.470	\$2.925 2023 \$105.470 2023	\$2.925 <b>2024</b> \$105.470 <b>2024</b>	\$2.925 <b>2025</b> \$98.110 <b>2025</b>	\$2.925 <b>2026</b> \$98.110 <b>2026</b>	\$2.925 <b>2027</b> \$98.110
Counties: Phase of W PLS X41B1 Counties: Phase of W ERC 17390 Counties: Phase of W ERC	Vario	Source of Funds STBGP-NJ al County Aid, NJTI ous Source of Funds STATE al Freight Impact F ous Source of Funds STATE	2018 \$2.925 PA  2018  \$105.470  und  2018  \$30.100	Municipa 2019 \$2.925  Municipa 2019 \$105.470  Municipa 2019 \$30.100	2020 \$2.925 lities: Va 2020 \$105.470 lities: Va 2020	2021 \$2.925 rious 2021 \$105.470 rious 2021 \$30.100	\$2.925 <b>2022</b> \$105.470	\$2.925 2023 \$105.470 2023	\$2.925 <b>2024</b> \$105.470 <b>2024</b>	\$2.925 <b>2025</b> \$98.110 <b>2025</b>	\$2.925 <b>2026</b> \$98.110 <b>2026</b>	\$2.925 <b>2027</b> \$98.110
Counties: Phase of W PLS  X41B1 Counties: Phase of W ERC  17390 Counties: Phase of W ERC  X98B1 Counties:	Varion Va	Source of Funds STBGP-NJ al County Aid, NJTI ous Source of Funds STATE al Freight Impact F ous Source of Funds STATE	2018 \$2.925 PA  2018  \$105.470  und  2018  \$30.100	Municipa 2019 \$2.925  Municipa 2019 \$105.470  Municipa 2019 \$30.100	2020 \$2.925 lities: Va 2020 \$105.470 lities: Va 2020 \$30.100	2021 \$2.925 rious 2021 \$105.470 rious 2021 \$30.100	\$2.925 <b>2022</b> \$105.470	\$2.925 2023 \$105.470 2023	\$2.925 <b>2024</b> \$105.470 <b>2024</b>	\$2.925 <b>2025</b> \$98.110 <b>2025</b>	\$2.925 <b>2026</b> \$98.110 <b>2026</b>	\$2.925 <b>2027</b> \$98.110
Counties: Phase of W PLS  X41B1 Counties: Phase of W ERC  17390 Counties: Phase of W ERC  X98B1 Counties:	Varion Va	Source of Funds STBGP-NJ al County Aid, NJTI ous Source of Funds STATE al Freight Impact F ous Source of Funds STATE al Municipal Aid, Nous	2018 \$2.925 PA  2018  \$105.470  und  2018  \$30.100  JTPA  2018	Municipa 2019 \$2.925  Municipa 2019 \$105.470  Municipa 2019 \$30.100  Municipa 2019	2020 \$2.925 lities: Va 2020 \$105.470 lities: Va 2020 \$30.100 lities: Va 2020	2021 \$2.925 rious 2021 \$105.470 rious 2021 \$30.100	\$2.925 2022 \$105.470 2022 \$30.100	\$2.925 2023 \$105.470 2023 \$30.100	\$2.925 2024 \$105.470 2024 \$30.100	\$2.925 2025 \$98.110 2025 \$28.000	\$2.925 2026 \$98.110 2026 \$28.000	\$2.925 2027 \$98.110 2027 \$28.000
Counties: Phase of W PLS  X41B1 Counties: Phase of W ERC  17390 Counties: Phase of W ERC  X98B1 Counties: Phase of W	Varior Va	Source of Funds STBGP-NJ al County Aid, NJTI ous Source of Funds STATE al Freight Impact F ous Source of Funds STATE al Municipal Aid, Nous Source of Funds	2018 \$2.925 PA  2018  \$105.470  und  2018  \$30.100  JTPA  2018  \$108.500	Municipa 2019 \$2.925  Municipa 2019 \$105.470  Municipa 2019 \$30.100  Municipa 2019	2020 \$2.925 lities: Va 2020 \$105.470 lities: Va 2020 \$30.100 lities: Va 2020	2021 \$2.925 rious 2021 \$105.470 rious 2021 \$30.100	\$2.925 2022 \$105.470 2022 \$30.100	\$2.925 2023 \$105.470 2023 \$30.100	\$2.925 2024 \$105.470 2024 \$30.100	\$2.925 2025 \$98.110 2025 \$28.000	\$2.925 2026 \$98.110 2026 \$28.000	\$2.925 2027 \$98.110 2027 \$28.000
Counties: Phase of W PLS X41B1 Counties: Phase of W ERC 17390 Counties: Phase of W ERC X98B1 Counties: Phase of W ERC	Varior Va	Source of Funds STBGP-NJ al County Aid, NJTI ous Source of Funds STATE al Freight Impact F ous Source of Funds STATE al Municipal Aid, Nous Source of Funds STATE al Municipal Aid, Nous	2018 \$2.925 PA  2018  \$105.470  und  2018  \$30.100  JTPA  2018  \$108.500	Municipa 2019 \$2.925  Municipa 2019 \$105.470  Municipa 2019 \$30.100  Municipa 2019 \$108.500	2020 \$2.925 lities: Va 2020 \$105.470 lities: Va 2020 \$30.100 lities: Va 2020	2021 \$2.925 rrious 2021 \$105.470 rrious 2021 \$30.100 rrious 2021 \$108.500	\$2.925 2022 \$105.470 2022 \$30.100	\$2.925 2023 \$105.470 2023 \$30.100	\$2.925 2024 \$105.470 2024 \$30.100	\$2.925 2025 \$98.110 2025 \$28.000	\$2.925 2026 \$98.110 2026 \$28.000	\$2.925 2027 \$98.110 2027 \$28.000
Counties: Phase of W PLS  X41B1 Counties: Phase of W ERC  17390 Counties: Phase of W ERC  X98B1 Counties: Phase of W ERC  X98B2 Counties:	Varior Va	Source of Funds STBGP-NJ al County Aid, NJTI ous Source of Funds STATE al Freight Impact F ous Source of Funds STATE al Municipal Aid, Nous Source of Funds STATE al Municipal Aid, Nous	2018 \$2.925 PA  2018  \$105.470  und  2018  \$30.100  JTPA  2018  \$108.500	Municipa 2019 \$2.925  Municipa 2019 \$105.470  Municipa 2019 \$30.100  Municipa 2019 \$108.500	2020 \$2.925 lities: Va 2020 \$105.470 lities: Va 2020 \$30.100 lities: Va 2020 \$108.500	2021 \$2.925 rrious 2021 \$105.470 rrious 2021 \$30.100 rrious 2021 \$108.500	\$2.925 2022 \$105.470 2022 \$30.100	\$2.925 2023 \$105.470 2023 \$30.100	\$2.925 2024 \$105.470 2024 \$30.100	\$2.925 2025 \$98.110 2025 \$28.000	\$2.925 2026 \$98.110 2026 \$28.000	\$2.925 2027 \$98.110 2027 \$28.000
Counties: Phase of W PLS  X41B1 Counties: Phase of W ERC  17390 Counties: Phase of W ERC  X98B1 Counties: Phase of W ERC  X98B2 Counties:	Varior Va	Source of Funds STBGP-NJ al County Aid, NJTI ous Source of Funds STATE al Freight Impact F ous Source of Funds STATE al Municipal Aid, Nous STATE al Municipal Aid, Nous STATE al Municipal Aid, Vous	2018 \$2.925 PA  2018  \$105.470  und  2018  \$30.100  JTPA  2018  \$108.500  rban Aid	Municipa 2019 \$2.925  Municipa 2019 \$105.470  Municipa 2019 \$30.100  Municipa 2019 \$108.500  Municipa	2020 \$2.925 lities: Va 2020 \$105.470 lities: Va 2020 \$30.100 lities: Va 2020 \$108.500	2021 \$2.925 rious 2021 \$105.470 rious 2021 \$30.100 rious 2021 \$108.500	\$2.925  2022 \$105.470  2022 \$30.100  2022 \$108.500	\$2.925 2023 \$105.470 2023 \$30.100 2023 \$108.500	\$2.925  2024 \$105.470  2024 \$30.100  2024 \$108.500	\$2.925 \$98.110 2025 \$28.000 2025 \$100.430	\$2.925 2026 \$98.110 2026 \$28.000 2026 \$100.430	\$2.925  2027 \$98.110  2027 \$28.000  2027 \$100.430
Counties: Phase of W PLS  X41B1 Counties: Phase of W ERC  17390 Counties: Phase of W ERC  X98B1 Counties: Phase of W ERC  X98Z Counties:	Varion Va	Source of Funds STBGP-NJ al County Aid, NJTI ous Source of Funds STATE al Freight Impact F ous Source of Funds STATE al Municipal Aid, N ous Source of Funds STATE al Municipal Aid, N ous Source of Funds STATE al Municipal Aid, V ous Source of Funds	2018 \$2.925 PA  2018  \$105.470  und  2018  \$30.100  JTPA  2018  \$108.500  rban Aid  2018  \$10.000	Municipa 2019 \$2.925  Municipa 2019 \$105.470  Municipa 2019 \$30.100  Municipa 2019 \$108.500  Municipa 2019	2020 \$2.925 lities: Va 2020 \$105.470 lities: Va 2020 \$30.100 lities: Va 2020 \$108.500 lities: Va	2021 \$2.925 rious 2021 \$105.470 rious 2021 \$30.100 rious 2021 \$108.500	\$2.925  2022 \$105.470  2022 \$30.100  2022 \$108.500	\$2.925 2023 \$105.470 2023 \$30.100 2023 \$108.500	\$2.925  2024 \$105.470  2024 \$30.100  2024 \$108.500	\$2.925 \$98.110 2025 \$28.000 2025 \$100.430 2025	\$2.925 2026 \$98.110 2026 \$28.000 2026 \$100.430	\$2.925  2027  \$98.110  2027  \$100.430
Counties: Phase of W PLS  X41B1 Counties: Phase of W ERC  X98B1 Counties: Phase of W ERC  X98Z Counties: Phase of W ERC	Varion Va	Source of Funds STBGP-NJ al County Aid, NJTI ous Source of Funds STATE al Freight Impact F ous Source of Funds STATE al Municipal Aid, Nous Source of Funds STATE al Municipal Aid, U ous Source of Funds STATE al Municipal Aid, U ous Source of Funds STATE al Municipal Aid, U ous	2018 \$2.925 PA  2018  \$105.470  und  2018  \$30.100  JTPA  2018  \$108.500  rban Aid  2018  \$10.000	Municipa 2019 \$2.925  Municipa 2019 \$105.470  Municipa 2019 \$30.100  Municipa 2019 \$108.500  Municipa 2019 \$108.500	2020 \$2.925 lities: Va 2020 \$105.470 lities: Va 2020 \$30.100 lities: Va 2020 \$108.500 lities: Va	2021 \$2.925 rious 2021 \$105.470 rious 2021 \$30.100 rious 2021 \$108.500 rious 2021 \$10.000	\$2.925  2022 \$105.470  2022 \$30.100  2022 \$108.500	\$2.925 2023 \$105.470 2023 \$30.100 2023 \$108.500	\$2.925  2024 \$105.470  2024 \$30.100  2024 \$108.500	\$2.925 \$98.110 2025 \$28.000 2025 \$100.430 2025	\$2.925 2026 \$98.110 2026 \$28.000 2026 \$100.430	\$2.925  2027  \$98.110  2027  \$100.430
Counties: Phase of W PLS  X41B1 Counties: Phase of W ERC  17390 Counties: Phase of W ERC  X98B1 Counties: Phase of W ERC  X98Z Counties: Phase of W ERC  N1202 Counties:	Vario	Source of Funds STBGP-NJ al County Aid, NJTI ous Source of Funds STATE al Freight Impact F ous Source of Funds STATE al Municipal Aid, N ous Source of Funds STATE al Municipal Aid, U ous Source of Funds STATE al Municipal Aid, U ous Source of Funds STATE al Preliminary Engious	2018 \$2.925 PA  2018  \$105.470  und  2018  \$30.100  JTPA  2018  \$108.500  rban Aid  2018  \$10.000  neering	Municipa 2019 \$2.925  Municipa 2019 \$105.470  Municipa 2019 \$30.100  Municipa 2019 \$108.500  Municipa 2019 \$108.500  Municipa 3019 \$108.500	2020 \$2.925 lities: Va 2020 \$105.470 lities: Va 2020 \$30.100 lities: Va 2020 \$108.500 lities: Va 2020	2021 \$2.925  rious 2021 \$105.470  rious 2021 \$30.100  rious 2021 \$108.500  rious 2021 \$10.000	\$2.925  2022 \$105.470  2022 \$30.100  2022 \$108.500  2022	\$2.925  2023 \$105.470  2023 \$108.500  2023 \$10.000	\$2.925  2024  \$105.470  2024  \$30.100  2024  \$108.500  2024  \$10.000	\$2.925  2025 \$98.110  2025 \$100.430  2025 \$10.000	\$2.925 2026 \$98.110 2026 \$28.000 2026 \$100.430 2026 \$10.000	\$2.925  2027  \$98.110  2027  \$100.430  2027  \$10.000
Counties: Phase of W PLS  X41B1 Counties: Phase of W ERC  17390 Counties: Phase of W ERC  X98B1 Counties: Phase of W ERC  X98Z Counties: Phase of W ERC  N1202 Counties:	Vario	Source of Funds STBGP-NJ al County Aid, NJTI ous Source of Funds STATE al Freight Impact F ous Source of Funds STATE al Municipal Aid, Nous Source of Funds STATE al Municipal Aid, U ous Source of Funds STATE al Municipal Aid, U ous Source of Funds STATE al Municipal Aid, U ous	2018 \$2.925 PA  2018  \$105.470  und  2018  \$30.100  JTPA  2018  \$108.500  rban Aid  2018  \$10.000	Municipa 2019 \$2.925  Municipa 2019 \$105.470  Municipa 2019 \$30.100  Municipa 2019 \$108.500  Municipa 2019 \$108.500	2020 \$2.925 lities: Va 2020 \$105.470 lities: Va 2020 \$30.100 lities: Va 2020 \$108.500 lities: Va 2020 \$10.000	2021 \$2.925 rious 2021 \$105.470 rious 2021 \$30.100 rious 2021 \$108.500 rious 2021 \$10.000	\$2.925  2022 \$105.470  2022 \$30.100  2022 \$108.500	\$2.925 2023 \$105.470 2023 \$30.100 2023 \$108.500	\$2.925  2024 \$105.470  2024 \$30.100  2024 \$108.500	\$2.925 \$98.110 2025 \$28.000 2025 \$100.430 2025	\$2.925 2026 \$98.110 2026 \$28.000 2026 \$100.430	\$2.925  2027  \$98.110  2027  \$100.430

04314 Local Safety/ High Risk Rural Roads Program Counties: Municipalities: Various 2019 Phase of Work Source of Funds 2018 2020 2021 2022 2023 2024 2025 2026 2027 \$17.000 \$17.000 \$17.000 \$17.000 **ERC HSIP** \$17.000 \$17.000 \$17.000 \$17.000 \$17.000 \$17.000 Maintenance & Fleet Management System X196 Various Counties: Municipalities: Various Phase of Work Source of Funds 2027 2018 2019 2023 2020 2021 2022 2024 2025 2026 STATE \$2.000 \$2.000 \$2.000 \$2.000 \$2.000 \$2.000 \$2.000 \$2.000 \$2.000 \$2.000 01309 **Maritime Transportation System** Counties: Municipalities: Various Phase of Work Source of Funds 2018 2019 2020 2021 2022 2023 2024 2025 2026 2027 EC STATE \$9.000 \$9.000 \$9.000 \$9.000 \$9,000 \$9.000 \$9.000 \$9.000 \$9.000 \$9.000 X30A Metropolitan Planning Counties: Various Municipalities: Various Phase of Work Source of Funds 2018 2019 2022 2023 2024 2025 2026 2027 2020 2021 PI S \$9.660 \$9.890 \$9.890 \$9.890 \$9.890 \$9.890 \$9.890 ы \$9.452 \$9.890 \$9.890 PLS PL-FTA \$2.921 \$2.921 \$2.921 \$2.921 \$2.921 \$2.921 \$2.921 \$2.921 \$2.921 \$2.921 PLS STBGP-NJ \$8.000 \$8.000 \$8.000 \$6.000 \$6.000 \$8.000 \$6.000 \$6.000 \$6.000 \$8.000 17341 Minor Bridge Inspection Program Counties: Municipalities: Statewide Phase of Work Source of Funds 2018 2019 2020 2021 2022 2023 2024 2025 2026 2027 FC STATE \$6.800 \$6.800 \$6.800 \$6.800 EC **STBGP** \$6.900 \$6.900 \$6.900 \$6.900 \$6.900 \$6.900 Minority and Women Workforce Training Set Aside 07332 Municipalities: Various Counties: Various Phase of Work Source of Funds 2018 2019 2020 2022 2023 2024 2025 2026 2027 \$1.000 EC STATE \$1.000 \$1.000 \$1.000 \$1.000 \$1.000 \$1.000 \$1.000 \$1.000 \$1.000 **Mobility and Systems Engineering Program** 13306 Counties: Various Municipalities: Various Source of Funds 2018 2019 2020 2021 2022 2023 2024 2025 2026 2027 Phase of Work NHPP \$13.000 \$13.000 \$13.000 \$13.000 \$13.000 \$13.000 \$13.000 EC \$13.000 \$13.000 \$13.000 EC STATE \$1.500 \$1.500 \$1.500 \$1.500 \$1.500 \$1.500 \$1.500 \$1.500 \$1.500 \$1.500 EC **STBGP** \$1.500 \$1.500 \$1.500 \$1.500 \$1.500 \$1.500 \$1.500 \$1.500 \$1.500 \$1.500 X233 Motor Vehicle Crash Record Processing Counties: Various Municipalities: Various Phase of Work Source of Funds 2018 2019 2020 2021 2022 2023 2024 2025 2026 2027 EC **HSIP** \$2.000 \$2.500 \$2.500 \$2.500 \$2.500 \$2.500 \$2.500 \$2.500 \$2.500 \$2.500 **X34A National Highway Freight Program** Counties: Various Municipalities: Various Phase of Work Source of Funds 2018 2019 2020 2022 2023 2024 2025 2026 2027 2021 NHFP-HWY **ERC** \$24.672 \$28.123 \$31.817 \$59.774 X34 **New Jersey Rail Freight Assistance Program** Counties: Various Municipalities: Various Phase of Work Source of Funds 2018 2019 2020 2021 2022 2023 2024 2025 2026 2027 \$6.099 NHFP-RAIL \$3.399 EC \$1.771 \$3.777 \$4.044 \$4.331 \$4.638 \$4.967 \$5.319 \$5.696 EC STATE \$25.000 \$25.000 \$25.000 \$25.000 \$25.000 \$25.000 \$25.000 \$25.000 \$25.000 \$25.000 X200C **New Jersey Scenic Byways Program** Counties: Various Municipalities: Various Phase of Work Source of Funds 2018 2019 2020 2021 2022 2023 2024 2025 2026 2027 ERC \$.500 \$.500 \$.500 TAP \$.500 \$.500 \$.500 \$.500 \$.500 \$.500 \$.500

N063	NJT	PA, Future Projects	3									
Counties:	Vari	ous		Municipa	lities: Va	rious						
Phase of W	/ork	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
ERC		STATE	\$70.000									
ERC		STBGP-NJ	\$.500	\$68.717	\$77.600	\$80.248	\$78.180	\$84.476	\$89.857	\$88.885	\$94.360	\$93.483
99372	Orp	han Bridge Recons	truction									
Counties:	Vari	ous		Municipa	lities: Va	rious						
Phase of W	/ork	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
EC		STATE	\$4.000	\$4.200	\$4.410	\$4.631	\$4.862	\$5.105	\$5.360	\$5.628	\$5.910	\$6.205
X28B	Park	and Ride/Transpo	rtation De	mand Ma	nagement	Program						
Counties:	Vari	ous		Municipa	lities: Va	rious						
	/ork	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
EC		STATE	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000
X51		ement Preservatior	1									
Counties:	Vari	ous		Municipa	lities: Va	rious						
	/ork	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
EC		NHPP	\$10.000	\$10.000	\$10.000	\$10.000	\$10.000	\$10.000	\$10.000	\$10.000	\$10.000	\$10.000
EC		STBGP	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000
06401		estrian Safety Impr	ovement F	•								
Counties:	Vari	ous		Municipa	<b>lities</b> : Va	rious						
	/ork	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
ERC		HSIP	\$3.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000
X29	Phy	sical Plant										
Counties:	Vari	ous		Municipa	<b>lities</b> : Va	rious						
Phase of W	/ork	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
ERC		STATE	\$15.000	\$17.000	\$17.000	\$17.000	\$17.000	\$17.000	\$17.000	\$17.000	\$17.000	\$17.000
X30	Plar	ning and Research	, Federal-	Aid								
Counties:	Vari	ous		Municipa	<b>lities</b> : Va	rious						
Phase of W	/ork	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
PLS		LTAP	\$.150	\$.150	\$.150	\$.150	\$.150	\$.150	\$.150	\$.150	\$.150	\$.150
PLS		SPR	\$21.531	\$22.000	\$22.509	\$22.509	\$22.509	\$22.509	\$22.509	\$22.509	\$22.509	\$22.509
PLS		STBGP	\$11.100	\$11.200	\$35.200	\$11.200	\$11.200	\$35.200	\$11.200	\$11.200	\$35.200	\$11.200
X140		ning and Research	, State									
Counties:	Vari	ous		Municipa	lities: Va	rious						
	/ork	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
PLS		STATE	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000
X135												
	Pre-	Apprenticeship Tra	ining Pro	•			en					
Counties:	<b>Pre-</b> Vari	• • • •	ining Pro	•	<b>/linorities</b> <b>lities</b> : Va		en					
Phase of W	Vari	• • • •	ining Pro	Municipa 2019	lities: Va 2020		en 2022	2023	2024	2025	2026	2027
	Vari	ous		Municipa	lities: Va	rious		<b>2023</b> \$.500	<b>2024</b> \$.500	<b>2025</b> \$.500	<b>2026</b> \$.500	<b>2027</b> \$.500
Phase of W EC X10	Vari /ork Pro	STBGP gram Implementation	<b>2018</b> \$.500	Municipa 2019 \$.500  NJDOT	<b>2020</b> \$.500	2021 \$.500	2022					
Phase of W	Vari	STBGP gram Implementation	<b>2018</b> \$.500	Municipa 2019 \$.500  NJDOT	lities: Va 2020	2021 \$.500	2022					
Phase of W EC X10 Counties:	Varion Va	STBGP gram Implementation	2018 \$.500 on Costs,	Municipa 2019 \$.500  NJDOT Municipa 2019	2020 \$.500 lities: Va	2021 \$.500 rious 2021	2022 \$.500	\$.500 <b>2023</b>	\$.500 <b>2024</b>	\$.500 <b>2025</b>	\$.500 <b>2026</b>	\$.500 <b>2027</b>
Phase of W EC X10 Counties:	Varion Va	STBGP gram Implementation	2018 \$.500 on Costs,	Municipa 2019 \$.500  NJDOT Municipa 2019	2020 \$.500 lities: Va	2021 \$.500 rious 2021	<b>2022</b> \$.500	\$.500 <b>2023</b>	\$.500 <b>2024</b>	\$.500 <b>2025</b>	\$.500 <b>2026</b>	\$.500 <b>2027</b>
Phase of W EC X10 Counties:	Varion Va	Source of Funds STBGP  gram Implementations Source of Funds	2018 \$.500 on Costs, 2018 \$102.000	Municipa 2019 \$.500  NJDOT Municipa 2019 \$104.040	2020 \$.500 lities: Va 2020 \$106.120	2021 \$.500 rious 2021 \$108.240	2022 \$.500 2022 \$110.410	\$.500 <b>2023</b> \$112.620	\$.500 <b>2024</b>	\$.500 <b>2025</b>	\$.500 <b>2026</b>	\$.500 <b>2027</b>
Phase of W  EC  X10  Counties:  Phase of W  EC	Varion Va	Source of Funds STBGP  gram Implementation ous  Source of Funds STATE dect Development: 0	2018 \$.500 on Costs, 2018 \$102.000	Municipa 2019 \$.500 NJDOT Municipa 2019 \$104.040 evelopme	2020 \$.500 lities: Va 2020 \$106.120	2021 \$.500 rious 2021 \$108.240 eliminary	2022 \$.500 2022 \$110.410	\$.500 <b>2023</b> \$112.620	\$.500 <b>2024</b>	\$.500 <b>2025</b>	\$.500 <b>2026</b>	\$.500 <b>2027</b>
Phase of W EC X10 Counties: Phase of W EC 10344 Counties:	Varion Va	Source of Funds STBGP  gram Implementation ous  Source of Funds STATE dect Development: 0	2018 \$.500 on Costs, 2018 \$102.000	Municipa 2019 \$.500  NJDOT Municipa 2019 \$104.040  evelopme Municipa 2019	2020 \$.500 lities: Va 2020 \$106.120 ont and Pro	2021 \$.500 rious 2021 \$108.240 eliminary	2022 \$.500 2022 \$110.410	\$.500 <b>2023</b> \$112.620	\$.500 <b>2024</b>	\$.500 <b>2025</b>	\$.500 <b>2026</b>	\$.500 <b>2027</b>
Phase of W EC X10 Counties: Phase of W EC 10344 Counties:	Varion Va	Source of Funds STBGP  Gram Implementation Source of Funds STATE  Sect Development: 0  OUS	2018 \$.500 on Costs, 2018 \$102.000 Concept D	Municipa 2019 \$.500  NJDOT Municipa 2019 \$104.040  evelopme Municipa	2020 \$.500 lities: Va 2020 \$106.120 ent and Pro- lities: Va	2021 \$.500 rious 2021 \$108.240 eliminary	2022 \$.500 2022 \$110.410 Engineerin	\$.500 <b>2023</b> \$112.620 ng	\$.500 <b>2024</b> \$114.870	\$.500 <b>2025</b> \$117.170	\$.500 <b>2026</b> \$119.510	\$.500 <b>2027</b> \$121.900

DES STATE \$.800 \$.800 \$.800 \$.800 \$.850  X35A1 Rail-Highway Grade Crossing Program, Federal Counties: Various Municipalities: Various	024 2025		
Phase of Work         Source of Funds         2018         2019         2020         2021         2022         2023         20           DES         STATE         \$.800         \$.800         \$.800         \$.800         \$.850         \$.850         \$.850         \$.850         \$.850         \$.800         \$.800         \$.800         \$.850         \$.850         \$.850         \$.850         \$.850         \$.850         \$.850         \$.850         \$.850         \$.850         \$.850         \$.850         \$.850         \$.850         \$.850         \$.850         \$.850         \$.850         \$.850         \$.850         \$.850         \$.850         \$.850         \$.850         \$.850         \$.850         \$.850         \$.850         \$.850         \$.850         \$.850         \$.850         \$.850         \$.850         \$.850         \$.850         \$.850         \$.850         \$.850         \$.850         \$.850         \$.850         \$.850         \$.850         \$.850         \$.850         \$.850         \$.850         \$.850         \$.850         \$.850         \$.850         \$.850         \$.850         \$.850         \$.850         \$.850         \$.850         \$.850         \$.850         \$.850         \$.850         \$.850         \$.850	024 2025		
DES STATE \$.800 \$.800 \$.800 \$.800 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.850 \$.	2025		
X35A1 Rail-Highway Grade Crossing Program, Federal Counties: Various Municipalities: Various		2026	2027
Counties: Various Municipalities: Various			
Counties: Various Municipalities: Various			
	024 2025	2026	2027
EC RHC \$6.500 \$7.500 \$8.000 \$8.500 \$9.000 \$8.500 \$9.	.000 \$9.500	\$10.000	\$10.000
X35A Rail-Highway Grade Crossing Program, State			
Counties: Various Municipalities: Various			
Phase of Work Source of Funds 2018 2019 2020 2021 2022 2023 20	2025	2026	2027
CON STATE \$5.200 \$5.400 \$5.600 \$5.800 \$6.000 \$6.200 \$6.	.200 \$6.200	\$6.200	\$6.200
99409 Recreational Trails Program	1		
Counties: Various Municipalities: Various			
	024 2025	2026	2027
ERC RTP \$.900 \$.900 \$.900 \$.900 \$.900 \$.900 \$.900 \$.900	900 \$.900	\$.900	\$.900
X144 Regional Action Program			
Counties: Various Municipalities: Various			
Phase of Work Source of Funds 2018 2019 2020 2021 2022 2023 20	024 2025	2026	2027
	.000 \$2.000	\$2.000	\$2.000
X03A Restriping Program & Line Reflectivity Management System		· ·	
Counties: Various Municipalities: Various			
·			
	024 2025	2026	2027
EC STBGP \$15.000 \$17.000 \$17.000 \$17.000 \$17.000 \$17.000 \$17.000	7.000 \$17.000	\$17.000	\$17.000
X03E Resurfacing Program			
Counties: Various Municipalities: Various			
Phase of Work Source of Funds 2018 2019 2020 2021 2022 2023 20	024 2025	2026	2027
Phase of Work         Source of Funds         2018         2019         2020         2021         2022         2023         20           EC         STATE         \$100.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$12		<b>2026</b>	
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EC         STATE         \$100.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120	0.000 \$120.000 024 2025	\$120.000 <b>2026</b>	\$120.000 <b>2027</b>
EC         STATE         \$100.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120	0.000 \$120.000 024 2025 0.000 \$80.000	\$120.000 <b>2026</b> \$200.000	\$120.000 <b>2027</b> \$260.000
EC         STATE         \$100.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120	0.000 \$120.000 024 2025 0.000 \$80.000 0.000 \$10.000	2026 \$200.000 \$10.000	\$120.000 <b>2027</b> \$260.000 \$10.000
EC         STATE         \$100.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120	0.000 \$120.000 024 2025 0.000 \$80.000 0.000 \$10.000	2026 \$200.000 \$10.000	\$120.000 <b>2027</b> \$260.000 \$10.000
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EC         STATE         \$100.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120	0.000 \$120.000 024 2025 0.000 \$80.000 0.000 \$10.000	2026 \$200.000 \$10.000	\$120.000 <b>2027</b> \$260.000 \$10.000
EC         STATE         \$100.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120	0.000 \$120.000 024 2025 0.000 \$80.000 0.000 \$10.000 0.000 \$30.000	2026 \$200.000 \$10.000 \$30.000	\$120.000 2027 \$260.000 \$10.000 \$30.000
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STATE   \$100.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$	0.000 \$120.000  024 2025  0.000 \$80.000  0.000 \$10.000  0.000 \$30.000	2026 \$200.000 \$10.000 \$30.000	\$120.000 2027 \$260.000 \$10.000 \$30.000
EC         STATE         \$100.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120	0.000 \$120.000  024 2025 0.000 \$80.000 0.000 \$10.000 0.000 \$30.000  024 2025 225 \$.250	\$120.000 2026 \$200.000 \$10.000 \$30.000 2026 \$.250	\$120.000  2027  \$260.000  \$10.000  \$30.000  2027  \$.250
EC         STATE         \$100.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120.000         \$120	0.000 \$120.000  024 2025  0.000 \$80.000  0.000 \$10.000  0.000 \$30.000  024 2025  225 \$.250	\$120.000  2026  \$200.000  \$10.000  \$30.000  2026  \$.250	\$120.000  2027  \$260.000  \$10.000  \$30.000  2027  \$.250
BC	0.000 \$120.000  0.000 \$80.000  0.000 \$10.000  0.000 \$30.000  0.000 \$30.000  0.000 \$250  0.000 \$0.000  0.000 \$30.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.00	2026 \$200.000 \$10.000 \$30.000 2026 \$.250 2026 \$.050	\$120.000  2027  \$260.000  \$10.000  \$30.000  2027  \$.250  2027  \$.050
BC	0.000 \$120.000  024 2025  0.000 \$80.000  0.000 \$10.000  0.000 \$30.000  024 2025  225 \$.250	\$120.000  2026  \$200.000  \$10.000  \$30.000  2026  \$.250	\$120.000  2027  \$260.000  \$10.000  \$30.000  2027  \$.250
BC	0.000 \$120.000  0.000 \$80.000  0.000 \$10.000  0.000 \$30.000  0.000 \$30.000  0.000 \$250  0.000 \$0.000  0.000 \$30.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.00	2026 \$200.000 \$10.000 \$30.000 2026 \$.250 2026 \$.050	\$120.000  2027  \$260.000  \$10.000  \$30.000  2027  \$.250  2027  \$.050
BC	0.000 \$120.000  0.000 \$80.000  0.000 \$10.000  0.000 \$30.000  0.000 \$30.000  0.000 \$250  0.000 \$0.000  0.000 \$30.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.00	2026 \$200.000 \$10.000 \$30.000 2026 \$.250 2026 \$.050	\$120.000  2027  \$260.000  \$10.000  \$30.000  2027  \$.250  2027  \$.050
BC	0.000 \$120.000  0.000 \$80.000  0.000 \$10.000  0.000 \$30.000  0.000 \$30.000  0.000 \$250  0.000 \$0.000  0.000 \$30.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.000  0.000 \$0.00	2026 \$200.000 \$10.000 \$30.000 2026 \$.250 2026 \$.050	\$120.000  2027  \$260.000  \$10.000  \$30.000  2027  \$.250  2027  \$.050
Resurfacing, Federal   Sample   Samp	0.000 \$120.000  024 2025  0.000 \$80.000  0.000 \$10.000  0.000 \$30.000  024 2025  225 \$.250  024 2025  050 \$.050  100 \$.100	2026 \$200.000 \$10.000 \$30.000 2026 \$.250 2026 \$.050 \$.100	\$120.000  2027  \$260.000 \$10.000  \$30.000  2027  \$.250  2027  \$.050  \$.100
Resurfacing, Federal   Counties: Various   Municipalities: Various	0.000 \$120.000  0.000 \$120.000  0.000 \$80.000  0.000 \$30.000  0.000 \$30.000  0.001 \$2025  0.0024 2025  0.0024 2025  0.003 \$0.000  0.004 2025  0.005 \$0.050  100 \$0.100	2026 \$200.000 \$10.000 \$30.000 2026 \$.250 2026 \$.050 \$.100	\$120.000  2027  \$260.000  \$10.000  \$30.000  2027  \$.250  2027  \$.050  \$.100
BC	0.000 \$120.000  0.000 \$120.000  0.000 \$80.000  0.000 \$30.000  0.000 \$30.000  0.001 \$2025  0.0024 2025  0.0024 2025  0.003 \$0.000  0.004 2025  0.005 \$0.050  100 \$0.100	2026 \$200.000 \$10.000 \$30.000 2026 \$.250 2026 \$.050 \$.100	\$120.000  2027  \$260.000  \$10.000  \$30.000  2027  \$.250  2027  \$.050  \$.100
STATE   \$100.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000	0.000 \$120.000  0.000 \$80.000  0.000 \$10.000  0.000 \$30.000  0.001 \$25  0.0024 2025  0.0024 2025  0.003 \$0.000  0.004 2025  0.005 \$0.050  100 \$1.000  0.006 \$5.000	2026 \$200.000 \$10.000 \$30.000 2026 \$.250 2026 \$.050 \$.100 2026	\$120.000  2027  \$260.000  \$10.000  \$30.000  2027  \$.250  2027  \$.050  \$.100  2027
STATE   \$100.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000   \$120.000	0.000 \$120.000  0.000 \$120.000  0.000 \$80.000  0.000 \$30.000  0.000 \$30.000  0.001 \$2025  0.0024 2025  0.0024 2025  0.003 \$0.000  0.004 2025  0.005 \$0.050  100 \$0.100	2026 \$200.000 \$10.000 \$30.000 2026 \$.250 2026 \$.050 \$.100	\$120.000  2027  \$260.000  \$10.000  \$30.000  2027  \$.250  2027  \$.050  \$.100

06402	Safe	Streets to Transit	Drogram									
	Vari		riogiaili	Municipa	litios: \/a	rious						
				•								
	ork	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
EC		STATE	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000
15807	Seg	ment Improvement	Program									
Counties:	Vari	ous		Municipa	lities: Va	rious						
Phase of Wo	ork	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
ERC		HSIP	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000
X239	Sign	n Structure Inspecti	on Progra	m								
	Vari	•	on rogic	 Municipa	lities: Va	rious						
			0040	•			0000	0000	0004	0005	0000	0007
EC	ork	Source of Funds STATE	<b>2018</b> \$2.500	2019	2020	2021	2022	2023	2024	2025	2026	2027
EC		STBGP	\$1.000	\$2.100	\$2.100	\$2.200	\$2.200	\$2.200	\$2.300	\$2.300	\$2.300	\$2.300
			·			·	\$2.200	\$2.200	\$2.300	\$2.300	\$2.300	\$2.300
	_	n Structure Rehabil	itation/Re	•	_							
Counties:	Vari	ous		Municipa	lities: Va	rious						
Phase of W	ork	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
ERC		STBGP	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000
X39	Sign	ns Program, Statew	ide									
Counties:	Vari	ous		Municipa	lities: Va	rious						
Phase of W	ork	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
EC		NHPP	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000
EC		STATE	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000
EC		STBGP	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000
X160	Soli	d and Hazardous W	lasta Claa	nun Pedi	iction and	Dienosa						•
	Vari		raste Olea	Municipa		-	•					
oounties.	v a	ouo										
D. (14)				•								
	ork	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
EC		STATE	\$1.330	<b>2019</b> \$1.330	<b>2020</b> \$1.330		<b>2022</b> \$1.330	<b>2023</b> \$1.330	<b>2024</b> \$1.330	<b>2025</b> \$1.330	<b>2026</b> \$1.330	<b>2027</b> \$1.330
EC <b>X150</b>	Stat	STATE re Police Enforceme	\$1.330	2019 \$1.330 afety Servi	2020 \$1.330 ces	<b>2021</b> \$1.330						
EC <b>X150</b>		STATE re Police Enforceme	\$1.330	<b>2019</b> \$1.330	2020 \$1.330 ces	<b>2021</b> \$1.330						
X150 Counties:	<b>Stat</b> Vari	STATE re Police Enforceme	\$1.330	2019 \$1.330 afety Servi	2020 \$1.330 ces	<b>2021</b> \$1.330						
X150 Counties:	<b>Stat</b> Vari	STATE re Police Enforceme ous	\$1.330 ent and Sa	2019 \$1.330 Ifety Servi Municipa	2020 \$1.330 ces lities: Va	<b>2021</b> \$1.330 arious	\$1.330	\$1.330	\$1.330	\$1.330	\$1.330	\$1.330
X150 Counties: Phase of We	Stat Vari	STATE  e Police Enforceme  ous  Source of Funds	\$1.330 ent and Sa 2018 \$5.000	2019 \$1.330 Ifety Servi Municipa 2019 \$5.000	2020 \$1.330 ces lities: Va 2020 \$5.000	2021 \$1.330 arious 2021	\$1.330 <b>2022</b>	\$1.330 <b>2023</b>	\$1.330 <b>2024</b>	\$1.330 <b>2025</b>	\$1.330 <b>2026</b>	\$1.330 <b>2027</b>
X150 Counties: Phase of Wo	Stat Vari	STATE  Se Police Enforcement  Ous  Source of Funds  STATE  Sewide Traffic Opera	\$1.330 ent and Sa 2018 \$5.000	2019 \$1.330 Ifety Servi Municipa 2019 \$5.000	2020 \$1.330 ces lities: Va 2020 \$5.000 Program	2021 \$1.330 arious 2021 \$5.000	\$1.330 <b>2022</b>	\$1.330 <b>2023</b>	\$1.330 <b>2024</b>	\$1.330 <b>2025</b>	\$1.330 <b>2026</b>	\$1.330 <b>2027</b>
X150 Counties: Phase of Work EC 13308 Counties:	Stat Vari Vork Stat Vari	STATE  te Police Enforceme ous  Source of Funds STATE  tewide Traffic Opera	\$1.330 ent and Sa 2018 \$5.000 ations and	2019 \$1.330 Ifety Servi Municipa 2019 \$5.000 Support Municipa	2020 \$1.330 ces lities: Va 2020 \$5.000 Program lities: Va	2021 \$1.330 arious 2021 \$5.000	\$1.330 <b>2022</b> \$5.000	\$1.330 <b>2023</b> \$5.000	\$1.330 <b>2024</b> \$5.000	\$1.330 <b>2025</b> \$5.000	\$1.330 <b>2026</b> \$5.000	\$1.330 <b>2027</b> \$5.000
X150 Counties: Phase of We EC 13308 Counties: Phase of We	Stat Vari Vork Stat Vari	STATE  te Police Enforcement ous  Source of Funds STATE  tewide Traffic Operations Ous  Source of Funds	\$1.330 ent and Sa 2018 \$5.000 ations and	2019 \$1.330 Ifety Servi Municipa 2019 \$5.000 Support Municipa 2019	2020 \$1.330 ces lities: Va 2020 \$5.000 Program lities: Va 2020	2021 \$1.330 arious 2021 \$5.000 arious 2021	\$1.330 2022 \$5.000	\$1.330 2023 \$5.000	\$1.330 2024 \$5.000	\$1.330 2025 \$5.000	\$1.330 2026 \$5.000	\$1.330 <b>2027</b> \$5.000
X150 Counties: Phase of Work EC 13308 Counties: Phase of Work EC	Stat Vari Vork Stat Vari	STATE  te Police Enforceme ous  Source of Funds STATE tewide Traffic Opera ous  Source of Funds NHPP	\$1.330 ent and Sa 2018 \$5.000 ations and 2018 \$18.000	2019 \$1.330 Infety Servi Municipa 2019 \$5.000 Support Municipa 2019 \$18.000	2020 \$1.330 ces lities: Va 2020 \$5.000 Program lities: Va	2021 \$1.330 arious 2021 \$5.000	\$1.330 <b>2022</b> \$5.000	\$1.330 <b>2023</b> \$5.000	\$1.330 <b>2024</b> \$5.000	\$1.330 <b>2025</b> \$5.000	\$1.330 <b>2026</b> \$5.000	\$1.330 <b>2027</b> \$5.000
X150 Counties: Phase of Work EC 13308 Counties: Phase of Work EC 17353	Stat Vari Vork Stat Vari Vork	STATE  The Police Enforcement  The Police Enforcement  The Police Enforcement  The Source of Funds  The Police Enforcement  Th	\$1.330 ent and Sa 2018 \$5.000 ations and 2018 \$18.000	2019 \$1.330 Ifety Servi Municipa 2019 \$5.000 Support Municipa 2019 \$18.000	2020 \$1.330 ces lities: Va 2020 \$5.000 Program lities: Va 2020 \$18.000	2021 \$1.330 arious 2021 \$5.000 arious 2021 \$18.000	\$1.330 2022 \$5.000	\$1.330 2023 \$5.000	\$1.330 2024 \$5.000	\$1.330 2025 \$5.000	\$1.330 2026 \$5.000	\$1.330 <b>2027</b> \$5.000
EC X150 Counties: Phase of Wo EC 13308 Counties: Phase of Wo EC 17353 Counties:	Stat Varidork Stat Varidork Stor	STATE  The Police Enforcement  OUS  Source of Funds  STATE  The Police Enforcement  STATE  The Police Enforcement  OUS  Source of Funds  NHPP  The Water Asset Man	\$1.330 ent and Sa  2018 \$5.000 ations and 2018 \$18.000 nagement	2019 \$1.330 Infety Servi Municipa 2019 \$5.000 Support Municipa 2019 \$18.000 Municipa	2020 \$1.330 ces lities: Va 2020 \$5.000 Program lities: Va 2020 \$18.000	2021 \$1.330  arious 2021 \$5.000  arious 2021 \$18.000	\$1.330 2022 \$5.000 2022 \$18.000	\$1.330 2023 \$5.000 2023 \$18.000	\$1.330 2024 \$5.000 2024 \$18.000	\$1.330 2025 \$5.000 2025 \$18.000	\$1.330 2026 \$5.000 2026 \$18.000	\$1.330 2027 \$5.000 2027 \$18.000
EC X150 Counties: Phase of Work EC 13308 Counties: Phase of Work EC 17353 Counties: Phase of Work Ph	Stat Varidork Stat Varidork Stor	STATE  The Police Enforcement OUS  Source of Funds STATE  The Sewide Traffic Operations  Source of Funds NHPP  The Water Asset Man OUS  Source of Funds	\$1.330 ent and Sa  2018 \$5.000 ations and  2018 \$18.000 nagement  2018	2019 \$1.330 Infety Servi Municipa 2019 \$5.000 Support Municipa 2019 \$18.000 Municipa 2019	2020 \$1.330 ces lities: Va 2020 \$5.000 Program lities: Va 2020 \$18.000	2021 \$1.330 arious 2021 \$5.000 arious 2021 \$18.000 arious 2021	\$1.330 2022 \$5.000 2022 \$18.000	\$1.330 2023 \$5.000 2023 \$18.000	\$1.330 2024 \$5.000 2024 \$18.000	\$1.330 2025 \$5.000 2025 \$18.000	\$1.330 2026 \$5.000 2026 \$18.000	\$1.330 2027 \$5.000 2027 \$18.000
EC X150 Counties: Phase of Wo EC 13308 Counties: Phase of Wo EC 17353 Counties: Phase of Wo ERC	Stat Vari Vork Stat Vari Vork Vari Vork Vari	STATE  te Police Enforcement ous  Source of Funds STATE  tewide Traffic Operations  Source of Funds NHPP  Tm Water Asset Man ous  Source of Funds STBGP	\$1.330 ent and Sa  2018 \$5.000 ations and  2018 \$18.000 nagement  2018 \$3.100	2019 \$1.330 Infety Servi Municipa 2019 \$5.000 Support Municipa 2019 \$18.000 Municipa 2019 \$3.260	2020 \$1.330 ces lities: Va 2020 \$5.000 Program lities: Va 2020 \$18.000 lities: Va 2020 \$3.400	2021 \$1.330 arious 2021 \$5.000 arious 2021 \$18.000 arious 2021 \$3.600	\$1.330 2022 \$5.000 2022 \$18.000	\$1.330 2023 \$5.000 2023 \$18.000	\$1.330 2024 \$5.000 2024 \$18.000	\$1.330 2025 \$5.000 2025 \$18.000	\$1.330 2026 \$5.000 2026 \$18.000	\$1.330 2027 \$5.000 2027 \$18.000
EC X150 Counties: Phase of Wo EC 13308 Counties: Phase of Wo EC 17353 Counties: Phase of Wo EC 17353	Statt Vari Vari Statt Vari Vari Vari Vork Stort Vari Title	STATE  te Police Enforcement ous  Source of Funds STATE  tewide Traffic Operations  Source of Funds NHPP  Traffic Matter Asset Man ous  Source of Funds STBGP  et VI and Nondiscrim	\$1.330 ent and Sa  2018 \$5.000 ations and  2018 \$18.000 nagement  2018 \$3.100	2019 \$1.330 Infety Servi Municipa 2019 \$5.000 Support Municipa 2019 \$18.000  Municipa 2019 \$3.260 upporting	2020 \$1.330 ces lities: Va 2020 \$5.000 Program lities: Va 2020 \$18.000 lities: Va 2020 \$3.400 Activities	2021 \$1.330  arious 2021 \$5.000  arious 2021 \$18.000  arious 2021 \$3.600	\$1.330 2022 \$5.000 2022 \$18.000	\$1.330 2023 \$5.000 2023 \$18.000	\$1.330 2024 \$5.000 2024 \$18.000	\$1.330 2025 \$5.000 2025 \$18.000	\$1.330 2026 \$5.000 2026 \$18.000	\$1.330 2027 \$5.000 2027 \$18.000
EC X150 Counties: Phase of Wo EC 13308 Counties: Phase of Wo EC 17353 Counties: Phase of Wo EC 17353	Stat Vari Vork Stat Vari Vork Vari Vork Vari	STATE  te Police Enforcement ous  Source of Funds STATE  tewide Traffic Operations  Source of Funds NHPP  Traffic Matter Asset Man ous  Source of Funds STBGP  et VI and Nondiscrim	\$1.330 ent and Sa  2018 \$5.000 ations and  2018 \$18.000 nagement  2018 \$3.100	2019 \$1.330 Infety Servi Municipa 2019 \$5.000 Support Municipa 2019 \$18.000 Municipa 2019 \$3.260	2020 \$1.330 ces lities: Va 2020 \$5.000 Program lities: Va 2020 \$18.000 lities: Va 2020 \$3.400 Activities	2021 \$1.330  arious 2021 \$5.000  arious 2021 \$18.000  arious 2021 \$3.600	\$1.330 2022 \$5.000 2022 \$18.000	\$1.330 2023 \$5.000 2023 \$18.000	\$1.330 2024 \$5.000 2024 \$18.000	\$1.330 2025 \$5.000 2025 \$18.000	\$1.330 2026 \$5.000 2026 \$18.000	\$1.330 2027 \$5.000 2027 \$18.000
EC X150 Counties: Phase of Wo EC 13308 Counties: Phase of Wo EC 17353 Counties: Phase of Wo ERC 14300 Counties:	State Vari Vork State Vari Vork Stor Vari Vork Title Vari	STATE  te Police Enforcement ous  Source of Funds STATE  tewide Traffic Operations  Source of Funds NHPP  Traffic Matter Asset Man ous  Source of Funds STBGP  et VI and Nondiscrim	\$1.330 ent and Sa  2018 \$5.000 ations and  2018 \$18.000 nagement  2018 \$3.100	2019 \$1.330 Infety Servi Municipa 2019 \$5.000 Support Municipa 2019 \$18.000  Municipa 2019 \$3.260 upporting	2020 \$1.330 ces lities: Va 2020 \$5.000 Program lities: Va 2020 \$18.000 lities: Va 2020 \$3.400 Activities	2021 \$1.330  arious 2021 \$5.000  arious 2021 \$18.000  arious 2021 \$3.600	\$1.330  2022 \$5.000  2022 \$18.000	\$1.330 2023 \$5.000 2023 \$18.000	\$1.330 2024 \$5.000 2024 \$18.000	\$1.330 2025 \$5.000 2025 \$18.000	\$1.330 2026 \$5.000 2026 \$18.000	\$1.330 2027 \$5.000 2027 \$18.000
EC X150 Counties: Phase of Wo EC 13308 Counties: Phase of Wo EC 17353 Counties: Phase of Wo ERC 14300 Counties:	State Vari Vork State Vari Vork Stor Vari Vork Title Vari	STATE  The Police Enforcement OUS  Source of Funds STATE  The Wide Traffic Opera OUS  Source of Funds NHPP  The Water Asset Man OUS  Source of Funds STBGP  The VI and Nondiscrime OUS	\$1.330 ent and Sa  2018 \$5.000 ations and 2018 \$18.000 nagement 2018 \$3.100 nination S	2019 \$1.330 Ifety Servi Municipa 2019 \$5.000 Support Municipa 2019 \$18.000 Municipa 2019 \$3.260 upporting Municipa	2020 \$1.330  ces lities: Va 2020 \$5.000  Program lities: Va 2020 \$18.000  lities: Va 2020 Activities lities: Va	2021 \$1.330 arious 2021 \$5.000 arious 2021 \$18.000 arious 2021 \$3.600 arious	\$1.330  2022 \$5.000  2022 \$18.000  2022 \$3.800	2023 \$5.000 2023 \$18.000 2023 \$4.000	\$1.330 2024 \$5.000 2024 \$18.000 2024 \$4.200	\$1.330 2025 \$5.000 2025 \$18.000 2025 \$4.400	\$1.330 2026 \$5.000 2026 \$18.000 2026 \$4.600	\$1.330 2027 \$5.000 2027 \$18.000 2027 \$4.800
EC  X150 Counties: Phase of Work EC  13308 Counties: Phase of Work EC  17353 Counties: Phase of Work ERC  14300 Counties: Phase of Work ERC	State Vari Vork State Vari Vork Store Vari Vork Title Vari	STATE  The Police Enforcement OUS  Source of Funds STATE  The Sewide Traffic Opera OUS  Source of Funds NHPP  The Water Asset Man OUS  Source of Funds STBGP  The VI and Nondiscrimous  Source of Funds Source of Funds STBGP  The VI and Nondiscrimous  Source of Funds	\$1.330 ent and Sa  2018 \$5.000 ations and 2018 \$18.000 nagement  2018 \$3.100 nination S  2018 \$.175	2019 \$1.330 Ifety Servi Municipa 2019 \$5.000 Support Municipa 2019 \$18.000 Municipa 2019 \$3.260 upporting Municipa 2019	2020 \$1.330  ces lities: Va 2020 \$5.000  Program lities: Va 2020 \$18.000  Activities: Va 2020	2021 \$1.330 arious 2021 \$5.000 arious 2021 \$18.000 arious 2021 \$3.600 arious 2021	\$1.330  2022 \$5.000  2022 \$18.000  2022 \$3.800	2023 \$5.000 2023 \$18.000 2023 \$4.000	\$1.330 2024 \$5.000 2024 \$18.000 2024 \$4.200	\$1.330 2025 \$5.000 2025 \$18.000 2025 \$4.400	2026 \$5.000 2026 \$18.000 2026 \$4.600	2027 \$5.000 2027 \$18.000 2027 \$4.800
EC  X150 Counties: Phase of Work EC  13308 Counties: Phase of Work EC  17353 Counties: Phase of Work ERC  14300 Counties: Phase of Work ERC  14300 Counties: Phase of Work ERC	State Vari Vork State Vari Vork Store Vari Vork Title Vari	STATE  te Police Enforcement ous  Source of Funds STATE  tewide Traffic Operations  Source of Funds NHPP  rm Water Asset Man ous  Source of Funds STBGP  te VI and Nondiscrim ous  Source of Funds STATE  fic Monitoring Systems	\$1.330 ent and Sa  2018 \$5.000 ations and 2018 \$18.000 nagement  2018 \$3.100 nination S  2018 \$.175 ems	2019 \$1.330 Ifety Servi Municipa 2019 \$5.000 Support Municipa 2019 \$18.000 Municipa 2019 \$3.260 upporting Municipa 2019	2020 \$1.330 ces lities: Va 2020 \$5.000 Program lities: Va 2020 \$18.000  lities: Va 2020 \$3.400 Activities lities: Va 2020 \$.175	2021 \$1.330 arious 2021 \$5.000 arious 2021 \$18.000 arious 2021 \$3.600 arious 2021 \$1.175	\$1.330  2022 \$5.000  2022 \$18.000  2022 \$3.800	2023 \$5.000 2023 \$18.000 2023 \$4.000	\$1.330 2024 \$5.000 2024 \$18.000 2024 \$4.200	\$1.330 2025 \$5.000 2025 \$18.000 2025 \$4.400	2026 \$5.000 2026 \$18.000 2026 \$4.600	\$1.330 2027 \$5.000 2027 \$18.000 2027 \$4.800
EC  X150 Counties: Phase of Wo EC  13308 Counties: Phase of Wo EC  17353 Counties: Phase of Wo ERC  14300 Counties: Phase of Wo EC  X66 Counties:	State Vari Vork State Vari Vork Stor Vari Vari Vari Vari Vari Vari Vari Var	STATE  te Police Enforcement ous  Source of Funds STATE  tewide Traffic Operations  Source of Funds NHPP  Traffic Mater Asset Man ous  Source of Funds STBGP  EVI and Nondiscrim ous  Source of Funds STATE  Traffic Monitoring Systous	\$1.330 ent and Sa  2018 \$5.000 ations and 2018 \$18.000 nagement  2018 \$3.100 nination S  2018 \$.175	2019 \$1.330 Ifety Servi Municipa 2019 \$5.000 Support Municipa 2019 \$18.000 Municipa 2019 \$3.260 upporting Municipa 2019 \$.175 Municipa	2020 \$1.330 ces lities: Va 2020 \$5.000 Program lities: Va 2020 \$18.000  Activities lities: Va 2020 \$3.400  Activities lities: Va	2021 \$1.330 arious 2021 \$5.000 arious 2021 \$18.000 arious 2021 \$3.600 arious 2021 \$.175	\$1.330  2022 \$5.000  2022 \$18.000  2022 \$3.800  2022 \$.175	2023 \$5.000 2023 \$18.000 2023 \$4.000 2023 \$.175	\$1.330  2024 \$5.000  2024 \$18.000  2024 \$4.200  2024 \$.175	\$1.330  2025 \$5.000  2025 \$18.000  2025 \$4.400  2025 \$.175	\$1.330 2026 \$5.000 2026 \$18.000 2026 \$4.600 2026 \$.175	\$1.330  2027  \$5.000  2027  \$18.000  2027  \$4.800  2027  \$.175
EC  X150 Counties: Phase of Wo EC  13308 Counties: Phase of Wo EC  17353 Counties: Phase of Wo ERC  14300 Counties: Phase of Wo EC  X66 Counties:	State Vari Vork State Vari Vork Stor Vari Vari Vari Vari Vari Vari Vari Var	STATE  te Police Enforcement ous  Source of Funds STATE  tewide Traffic Operations  Source of Funds NHPP  Traffic Mater Asset Man ous  Source of Funds STBGP  e VI and Nondiscrim ous  Source of Funds STATE  fic Monitoring Systous  Source of Funds	\$1.330 ent and Sa  2018 \$5.000 ations and 2018 \$18.000 nagement  2018 \$3.100 nination S  2018 \$.175 ems  2018	2019 \$1.330 Ifety Servi Municipa 2019 \$5.000 Support Municipa 2019 \$18.000 Municipa 2019 \$3.260 upporting Municipa 2019 \$.175 Municipa 2019	2020 \$1.330 ces lities: Va 2020 \$5.000 Program lities: Va 2020 \$18.000  Activities lities: Va 2020 \$1.175	2021 \$1.330 arious 2021 \$5.000 arious 2021 \$18.000 arious 2021 \$3.600 arious 2021 \$.175	\$1.330  2022 \$5.000  2022 \$18.000  2022 \$3.800  2022 \$.175	2023 \$5.000 2023 \$18.000 2023 \$4.000 2023 \$.175	\$1.330 2024 \$5.000 2024 \$18.000 2024 \$4.200 2024 \$.175	\$1.330  2025 \$5.000  2025 \$18.000  2025 \$4.400  2025 \$.175	\$1.330 2026 \$5.000 2026 \$18.000 2026 \$4.600 2026 \$.175	\$1.330  2027  \$5.000  2027  \$18.000  2027  \$4.800  2027  \$.175
EC  X150 Counties: Phase of Wo EC  13308 Counties: Phase of Wo EC  17353 Counties: Phase of Wo ERC  14300 Counties: Phase of Wo EC  X66 Counties: Phase of Wo EC	State Vari Vork State Vari Vork Stor Vari Vari Vari Vari Vari Vari Vari Var	STATE  te Police Enforcement ous  Source of Funds STATE  tewide Traffic Operations  Source of Funds NHPP  Traffic Mondiscrim ous  Source of Funds STATE  tewide Traffic Operations Source of Funds STBGP  E VI and Nondiscrim ous Source of Funds STATE  fic Monitoring Systous  Source of Funds NHPP	\$1.330 ent and Sa  2018 \$5.000 ations and 2018 \$18.000 nagement  2018 \$3.100 nination S  2018 \$.175 ems  2018 \$12.900	2019 \$1.330 Ifety Servi Municipa 2019 \$5.000 Support Municipa 2019 \$18.000 Municipa 2019 \$3.260 upporting Municipa 2019 \$.175 Municipa	2020 \$1.330 ces lities: Va 2020 \$5.000 Program lities: Va 2020 \$18.000  Activities lities: Va 2020 \$3.400  Activities lities: Va	2021 \$1.330 arious 2021 \$5.000 arious 2021 \$18.000 arious 2021 \$3.600 arious 2021 \$.175 arious 2021 \$12.900	\$1.330  2022 \$5.000  2022 \$18.000  2022 \$3.800  2022 \$.175	2023 \$5.000 2023 \$18.000 2023 \$4.000 2023 \$.175	\$1.330 2024 \$5.000 2024 \$18.000 2024 \$4.200 2024 \$.175	\$1.330  2025 \$5.000  2025 \$18.000  2025 \$4.400  2025 \$.175	\$1.330 2026 \$5.000 2026 \$18.000 2026 \$4.600 2026 \$.175	\$1.330  2027  \$5.000  2027  \$18.000  2027  \$4.800  2027  \$.175
EC  X150  Counties:  Phase of Work  EC  13308  Counties:  Phase of Work  EC  17353  Counties:  Phase of Work  ERC  14300  Counties:  Phase of Work  EC  X66  Counties:	State Vari Vork State Vari Vork Stor Vari Vari Vari Vari Vari Vari Vari Var	STATE  te Police Enforcement ous  Source of Funds STATE  tewide Traffic Operations  Source of Funds NHPP  Traffic Mater Asset Man ous  Source of Funds STBGP  e VI and Nondiscrim ous  Source of Funds STATE  fic Monitoring Systous  Source of Funds	\$1.330 ent and Sa  2018 \$5.000 ations and 2018 \$18.000 nagement  2018 \$3.100 nination S  2018 \$.175 ems  2018	2019 \$1.330 Ifety Servi Municipa 2019 \$5.000 Support Municipa 2019 \$18.000 Municipa 2019 \$3.260 upporting Municipa 2019 \$.175 Municipa 2019	2020 \$1.330 ces lities: Va 2020 \$5.000 Program lities: Va 2020 \$18.000  Activities lities: Va 2020 \$1.175	2021 \$1.330 arious 2021 \$5.000 arious 2021 \$18.000 arious 2021 \$3.600 arious 2021 \$.175	\$1.330  2022 \$5.000  2022 \$18.000  2022 \$3.800  2022 \$.175	2023 \$5.000 2023 \$18.000 2023 \$4.000 2023 \$.175	\$1.330 2024 \$5.000 2024 \$18.000 2024 \$4.200 2024 \$.175	\$1.330  2025 \$5.000  2025 \$18.000  2025 \$4.400  2025 \$.175	\$1.330 2026 \$5.000 2026 \$18.000 2026 \$4.600 2026 \$.175	\$1.330  2027  \$5.000  2027  \$18.000  2027  \$4.800  2027  \$.175

	ffic Signal Replacen	nent									
Counties: Var	rious		Municipa	lities: Va	arious						
	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
EC	STATE	\$9.000	\$9.000	\$9.000	\$9.000	\$9.000	\$9.000	\$9.000	\$9.000	\$9.000	\$9.000
	ining and Employee	Developr		litiaa. \/.	:						
	rious		•	lities: Va							
Phase of Work EC	Source of Funds STBGP	<b>2018</b> \$1.800	2019	<b>2020</b> \$1.800	2021	<b>2022</b> \$1.800	2023	<b>2024</b> \$1.800	2025	<b>2026</b> \$1.800	2027
		•		φ1.000	<u> </u>	\$1.000		φ1.600		\$1.000	
	nsit Village Progran ious	1	Municipa	lities: Va	arious						
	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
EC	STATE	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000
X107 Tra	nsportation Alternat	ives Prog	_J ram								
Counties: Var	rious		Municipa	lities: Va	arious						
	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
ERC	TAP	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000	\$7.235	\$7.235	\$7.235	\$7.235	\$7.235
ERC	TAP	\$7.500	\$7.500	\$7.500	\$7.500	\$7.500	\$7.500	\$7.500	\$7.500	\$7.500	\$7.500
	nsportation Demand	I Managei	_								
	ious		Municipa								
Phase of Work	Source of Funds CMAQ	<b>2018</b> \$.250	<b>2019</b> \$.250	<b>2020</b> \$.250	<b>2021</b> \$.250	<b>2022</b> \$.250	<b>2023</b> \$.250	<b>2024</b> \$.250	<b>2025</b> \$.250	<b>2026</b> \$.250	<b>2027</b> \$.250
		*	·	ψ.230	ψ.250	ψ.230	ψ.230	ψ.250	ψ.250	ψ.230	ψ.230
	nsportation Manage	ment ASS		lities: Va	arious						
	Source of Funds	2040	•			2022	2022	2024	2025	2020	2027
EC EC	STBGP-NJ	<b>2018</b> \$4.255	<b>2019</b> \$4.255	<b>2020</b> \$4.255	<b>2021</b> \$4.255	<b>2022</b> \$4.255	<b>2023</b> \$4.255	<b>2024</b> \$4.255	<b>2025</b> \$4.255	<b>2026</b> \$4.255	<b>2027</b> \$4.255
_	nsportation Researc	·	·	ψ200	ψ200	ψ <u>_</u>	ψ.:. <u>2</u> 00	ψ <u>.</u>	ψ.:i200	ψ.i. <b>_</b> 00	ψ200
	ious	ni redinie		lities: Va	arious						
Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
EC	STATE	\$.775	\$.800	\$.900	\$1.000	\$1.100	\$1.200	\$1.700	\$2.200	\$2.200	\$2.200
X11 Una	anticipated Design,	Right of V	Vay and C	onstruction	on Expens	es, State					
Counties: Var	rious	•	Municipa	lities: Va	arious						
Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
ERC	STATE	\$25.244	\$32.816	\$36.721	\$34.423	\$4.972	\$27.169	\$88.683	\$115.079	\$111.093	\$106.869
15344 Util	lity Pole Mitigation										
Counties: Var	rious		Municipa	lities: Va	arious						
Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
EC	HSIP	\$.175	\$.175	\$.175	\$.175	\$.175	\$.175	\$.175	\$.175	\$.175	\$.175
X182 Util	lity Reconnaissance	and Relo	cation								
Counties: Var	rious		Municipa	lities: Va	arious						
	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
EC	STATE	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000
	uth Employment and ious	i TRAC Pr	•	<b>lities:</b> Va	arious						
Phase of Work	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
EC	STBGP	\$.350	\$.350	\$.350	\$.350	\$.350	\$.350	\$.350	\$.350	\$.350	\$.350

# FY 2018 STIP 10 Year Details (Funded 2022-2027) NJ TRANSIT Projects and Programs

T143	ADA	APlatforms/Station	s									
Counties:	Var	ious		Municipa	<b>lities:</b> Va	rious						
Phase of V	Vork	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
ERC		STATE	\$.637	\$.700	\$.700	\$.700	\$.700	\$.700	\$.700	\$.700	\$.700	\$.700
T05	Brid	dge and Tunnel Reh	abilitation	1								
Counties:	Var	ious		Municipa	lities: Va	rious						
Phase of V	Vork	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
ERC		STATE	\$19.343	\$16.378	\$16.378	\$22.188	\$20.797	\$26.597	\$26.597	\$26.597	\$26.597	\$26.597
T111	Bus	Acquisition Progra	ım									
Counties:	Var	ious		Municipa	lities: Va	rious						
	Vork	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
CAP		STATE	\$70.999	\$80.237	\$79.628	\$69.856	\$69.912	\$138.210	\$105.000	\$105.000	\$105.000	\$105.000
T06	Bus	Passenger Facilitie	es/Park an	nd Ride								
Counties:	Var	ious		Municipa	lities: Va	rious						
Phase of V	Vork	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
ERC		STATE	\$.560	\$.560	\$.560	\$.560	\$.560	\$.560	\$.560	\$.560	\$.560	\$.560
T08	Bus	Support Facilities	and Equip	oment								
Counties:	Var	ious		Municipa	lities: Va	rious						
Phase of V	Vork	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
ERC		SECT 5339						\$8.840	\$8.840	\$8.840	\$8.840	\$8.840
ERC		STATE	\$1.901	\$3.736	\$1.701	\$1.701	\$1.701	\$12.201	\$12.201	\$12.201	\$12.201	\$12.201
T09	Bus	Vehicle and Facilit	y Mainten	ance/Cap	ital Mainte	enance						
Counties:	Var	ious		Municipa	lities: Va	rious						
Phase of V	Vork	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
EC		STATE	\$6.698	\$31.955	\$31.671	\$31.639	\$24.430	\$24.430	\$24.430	\$24.430	\$24.430	\$24.430
T68	Cap	ital Program Impler	nentation	•			•	•				
Counties:	Var	ious		Municipa	lities: Va	rious						
Phase of V	Vork	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
ERC		STATE	\$15.029	\$15.029		\$15.029	\$15.029	\$15.029	\$15.029	\$15.029	\$15.029	\$15.029
T515	Cas	ino Revenue Fund										<u> </u>
Counties:	Var			Municipa	lities: Va	rious						
Phase of V	Vork	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
CAP		CASINO REVENUE				-			\$12.266			
T13		ims support		<u> </u>		•			,		•	<u>'</u>
Counties:	Var	• • •		Municipa	lities: Va	ırious						
Phase of V	Vork	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
EC		STATE	\$.525	\$.525	\$.525	\$.525	\$.525	\$.525	\$.525	\$.525	\$.525	\$.525
T16	Env	rironmental Complia	ance	-	-		-	•				•
Counties:	Var	ious		Municipa	lities: Va	rious						
	Vork	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
ERC		STATE	\$2.450	\$3.322	\$2.100	\$2.100	\$2.100	\$2.100	\$2.100	\$2.100	\$2.100	\$2.100
T43	Hig	h Speed Track Prog	ram									
Counties:	Var	ious		Municipa	lities: Va	ırious						
Phase of V	Vork	Source of Funds	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
ERC		STATE	\$.929	\$.929	\$.929	\$.929	\$.929	\$2.415	\$2.415	\$2.415	\$2.415	\$2.415

T87 **Hudson-Bergen and Newark LRT System** Counties: Hudson Municipalities: Various Phase of Work Source of Funds 2018 2019 2020 2021 2022 2023 2024 2025 2026 2027 DEMO \$4.000 **ERC** \$2.000 ERC STATE \$7.005 \$7.005 \$7.005 \$7.005 \$7.005 \$7.005 \$7.005 \$7.005 \$7.005 \$7.005 T20 **Immediate Action Program** Counties: Municipalities: Various Phase of Work Source of Funds 2018 2019 2020 2021 2022 2023 2024 2025 2026 2027 **ERC** STATE \$12.486 \$10.801 \$12.138 \$10.185 \$9.901 \$24.672 \$19.329 \$13.727 \$13.728 \$19.328 T199 Job Access and Reverse Commute Program Counties: Various Municipalities: Various Phase of Work Source of Funds 2018 2019 2023 2024 2025 2026 2027 2020 2021 2022 SWI OPER \$3.710 \$3.710 \$3.710 \$3.710 \$3.710 \$3.710 \$3.710 \$3.710 \$3.710 \$3.710 T95 **Light Rail Infrastructure Improvements** Counties: Various Municipalities: Newark City Phase of Work Source of Funds 2018 2019 2020 2021 2022 2023 2024 2025 2026 2027 \$2.275 **ERC** STATE \$4.225 \$2.275 \$4.375 \$4.375 \$11.375 \$11.375 \$11.375 \$11.375 \$11.375 T53E **Locomotive Overhaul** Counties: Various Municipalities: Various Phase of Work Source of Funds 2018 2019 2020 2022 2023 2024 2025 2026 2027 2021 CAP **SECT 5337** \$15.749 CAP STATE \$4.701 \$4.701 \$7.063 \$4.701 \$4.701 \$4.701 \$4.701 \$4.701 \$4.701 \$4.701 T122 Miscellaneous Counties: Various Municipalities: Various Phase of Work Source of Funds 2018 2022 2024 2019 2020 2021 2023 2025 2026 2027 ERC STATE \$5.451 \$3.850 \$3.150 \$2.170 \$.350 \$.350 \$.350 \$.350 \$.350 \$.350 **NEC Improvements** T44 Counties: Various Municipalities: Various Phase of Work Source of Funds 2018 2019 2020 2021 2022 2023 2024 2025 2026 2027 **ERC SECT 5307** \$4.580 \$2.940 \$7.170 \$5.040 \$20.004 \$2.629 \$14.585 \$14.585 \$3.558 **SECT 5337 ERC** \$5.900 \$22.850 \$22.850 \$22.850 \$21.237 \$21.237 \$21.237 \$21.237 \$16.550 \$21.237 **ERC SECT 5339** \$.450 \$3.560 \$12.540 **ERC** STATE \$59.150 \$63.154 \$105.981 \$48.000 \$81.500 \$125.239 \$106.445 \$108.445 \$108.445 \$108.445 Other Rail Station/Terminal Improvements T55 Counties: Various Municipalities: Various Phase of Work Source of Funds 2018 2019 2020 2021 2022 2023 2024 2025 2026 2027 **ERC** STATE \$7.599 \$2.610 \$2.610 \$2.610 \$2.610 \$2.610 \$2.610 \$2.610 \$2.610 \$2.610 T121 **Physical Plant** Various Counties: Municipalities: Various Phase of Work Source of Funds 2018 2019 2020 2022 2023 2024 2025 2026 2027 2021 **ERC** STATE \$1.273 \$1.273 \$1.169 \$1.169 \$1.169 \$1.169 \$1.169 \$1.169 \$1.169 \$1.169 T538 **Portal Bridge North** Counties: Various Municipalities: Various Phase of Work Source of Funds 2018 2019 2020 2021 2022 2023 2024 2025 2026 2027 \$26.493 STATE \$20.935 \$14.000 \$14.000 \$20.246 \$20.247 \$20.243 \$20.244 \$20.244 \$20.243 **ERC** T135 **Preventive Maintenance-Bus** Counties: Various Municipalities: Various Phase of Work Source of Funds 2018 2019 2020 2021 2022 2023 2024 2025 2026 2027 **SECT 5307** \$68.956 \$78.883 \$78.883 \$78.883 \$100.683 \$100.683 \$100.683 CAP \$78.883 \$78.883 \$100.683 CAP \$21.682 \$21.682 \$21.681 \$21.681 STATE \$8.399 \$6.602 \$11.122 \$21.681 \$21.681 \$21.681 CAP STBGP-NJ \$23.900

T39 **Preventive Maintenance-Rail** Counties: Various Municipalities: Various Phase of Work Source of Funds 2018 2019 2020 2021 2022 2023 2024 2025 2026 2027 **SECT 5307** \$75.493 \$85.073 \$85.073 \$56.135 CAP \$72.661 \$75.076 \$75.454 \$56.135 \$56.135 \$56.135 **SECT 5337** \$145.853 \$145.853 CAF \$145.853 \$145.853 \$145.853 \$145.853 \$145.85 \$145.853 \$145.853 \$145.853 CAP STATE \$21.354 \$16.785 \$28.277 \$55.126 \$55.125 \$55.126 \$55.123 \$55.125 \$55.124 \$55.124 CAP STBGP-NJ \$46.100 T106 **Private Carrier Equipment Program** Counties: Various Municipalities: Various Phase of Work Source of Funds 2018 2019 2023 2024 2025 2026 2027 2020 2021 2022 \$2.100 \$2.100 \$2.100 CAP STATE \$2.100 \$2.100 \$2.100 \$2,100 \$2.100 \$2,100 \$2.100 **Rail Capital Maintenance** T34 Municipalities: Various Counties: Various Phase of Work Source of Funds 2018 2022 2023 2027 2019 2020 2021 2024 2025 2026 CAP STATE \$12.077 | \$59.363 | \$59.363 | \$59.363 \$59.363 \$59.363 \$59.363 \$59.363 \$59.363 \$59.363 T53G Rail Fleet Overhaul Counties: Various Municipalities: Various Phase of Work Source of Funds 2018 2019 2020 2021 2022 2023 2024 2025 2026 2027 STATE \$.929 CAP \$8.191 \$.929 \$9.874 \$.929 \$.929 \$.929 \$.929 \$.929 \$.929 T112 **Rail Rolling Stock Procurement** Municipalities: Various Counties: Various Phase of Work Source of Funds 2019 2022 2023 2024 2027 2018 2020 2021 2025 2026 CAP **CMAQ** \$46.450 \$69.675 \$69.675 \$69.675 \$69.675 \$69.675 \$69.675 \$69.675 \$69.675 \$69.675 CAP SECT 5307 \$72.808 \$67.082 \$67.043 \$52.911 \$45.422 \$59.300 \$69.680 \$69.680 \$69.680 \$69.680 **SECT 5337** CAP \$5.853 CAP STATE \$23.817 \$25.869 \$43.739 \$51.036 \$148.877 \$11.083 \$80,126 \$84.771 \$84.771 \$84.771 T37 **Rail Support Facilities and Equipment** Various Municipalities: Various Counties: Phase of Work Source of Funds 2018 2019 2023 2024 2025 2026 2027 2020 2021 2022 ERC METRO-NORTH \$.690 \$.690 \$.690 \$.690 \$.690 \$.690 \$.690 \$.690 \$.690 \$.690 OTHER **ERC** \$6.600 \$16.160 \$12.854 **ERC SECT 5307** \$34,000 \$14.000 **ERC** STATE \$7.830 \$3.720 \$3.720 \$3.720 \$3.999 \$3,999 \$3.999 \$3.999 \$3.999 \$3,999 T509 Safety Improvement Program Counties: Various Municipalities: Various Phase of Work Source of Funds 2018 2019 2022 2023 2024 2025 2026 2027 2020 2021 \$4.200 \$4.900 \$4.900 \$4.200 \$2.100 \$2.100 \$2.100 \$2.100 \$2.100 \$2.100 ERC STATE T150 Section 5310 Program Counties: Various Municipalities: Various 2019 2022 2023 2024 2025 2026 2027 Phase of Work Source of Funds 2018 2020 2021 CAP **SECT 5310** \$5.040 \$5.040 \$5.040 \$5.040 \$5.040 \$5.040 \$5.040 \$5.040 \$5.040 \$5.040 CAP STATE \$2.625 \$1.050 \$1.050 \$1.050 \$1.050 \$1.050 \$1.050 \$1.050 \$1.050 \$1.050 T151 Section 5311 Program Various Counties: Municipalities: Various Phase of Work Source of Funds 2018 2019 2020 2022 2023 2024 2025 2026 2027 2021 \$1.330 CAP MATCH \$1.330 \$1.330 \$1.330 \$1.330 \$1.330 \$1.330 \$1.330 \$1.330 \$1.330 CAP **SECT 5311** \$2.940 \$2.940 \$2.940 \$2.940 \$2.940 \$2.940 \$2.940 \$2.940 \$2.940 \$2.940 CAP STATE \$.070 \$.070 \$.070 \$.070 \$.070 \$.070 \$.070 \$.070 \$.070 \$.070 T508 Security Improvements Counties: Various Municipalities: Various Phase of Work Source of Funds 2018 2019 2020 2022 2023 2024 2025 2026 2027 2021 SWI STATE \$1.827 \$1.827 \$1.827 \$1.827 \$1.827 \$1.827 \$1.827 \$1.827 \$1.827 \$1.827

T50 Signals and Communications/Electric Traction Systems Counties: Municipalities: Various 2019 Phase of Work Source of Funds 2018 2020 2021 2022 2023 2024 2025 2026 2027 \$85.500 \$12.335 \$10.219 \$10.219 \$10.219 \$10.219 **ERC** STATE \$61.147 \$26.814 \$10.219 \$10.219 T120 **Small/Special Services Program** Counties: Various Municipalities: Various Phase of Work Source of Funds 2018 2019 2020 2022 2023 2024 2027 2021 2025 2026 EC STATE \$5.861 \$5.861 \$5.861 \$5.861 \$5.861 \$5.861 \$5.861 \$5.861 \$5.861 \$5.861 T88 **Study and Development** Counties: Various Municipalities: Various Phase of Work Source of Funds 2018 2019 2020 2021 2022 2023 2024 2025 2026 2027 **PLS** STATE \$4.016 \$4.016 \$4.016 \$4.016 \$4.016 \$4.016 \$4.016 \$4.016 \$4.016 \$4.016 T500 **Technology Improvements** Counties: Various Municipalities: Various Phase of Work Source of Funds 2018 2019 2020 2022 2023 2024 2025 2026 2027 2021 OTHER \$3.245 EC \$3.325 EC STATE \$6.545 \$11.175 \$6.545 \$7.945 \$10.045 \$8.645 \$8.645 \$8.645 \$8.645 \$8.645 T42 **Track Program** Municipalities: Various Counties: Various Phase of Work Source of Funds 2018 2019 2020 2021 2022 2023 2024 2025 2026 2027 **ERC** STATE \$16.722 | \$16.722 | \$16.722 | \$16.722 | \$16.722 | \$16.722 \$16.722 \$16.722 \$16.722 T210 Transit Enhancements/Transp Altern Prog (TAP)/Altern Transit Improv (ATI) Counties: Various Municipalities: Various Phase of Work Source of Funds 2018 2019 2020 2021 2022 2023 2024 2025 2026 2027 ERC **SECT 5307** \$13.031 \$16.792 \$16.936 \$16.788 \$16.786 \$16.791 \$7.782 \$16.091 \$8.680 \$7.782 **ERC SECT 5337** \$8.880 \$8.876 \$8.873 \$8.873 \$8.873 \$4.354 \$6.599 \$8.880 \$8.873 \$8.873 **ERC SECT 5339** \$1.677 \$1.898 \$2.131 \$10.966 \$10.966 \$2.126 \$2.126 \$2.126 \$2.126 \$2.126 ERC STP-TE \$.700 \$.700 \$.700 \$.700 \$.700 \$.700 \$.700 \$.700 T300 **Transit Rail Initiatives** Counties: Various Municipalities: Various Phase of Work Source of Funds 2018 2019 2020 2021 2022 2023 2024 2025 2026 2027 **ERC** STATE \$6.675 \$17.536 \$40.299 \$32.675 \$51.148 \$6.675 \$6.675 \$14.675 \$14.675 \$6.675

## Appendix J:

# Projects with Congressionally Designated Funds

## **Appendix J: Projects with Congressionally Designated Funds**

This report will be on the NJTPA website when the updated information becomes available.

# **Appendix K:**

FHWA Eastern
Federal Lands
Highway Division –
TIP Projects

#### **APPENDIX K**

## **FY 2017 - FY 2020 Transportation Improvement Program**

### FHWA - Eastern Federal Lands Highway Division (EFLHD) *

Program FY	Description	County	Description	Primary Fund Source	Type of Work	Total Programmed Amount	Project Management	Status
				Federal Lands				
			Replace Great Brook	Transportation	New Bridge			
2020	Great Swamp National Wildlife Refuge	Morris	Bridge	Program	Construction	\$1,300,000	EFLHD	Planned
		Sussex	Bridge Repair/rehab	Federal Lands				
		(NJ); Pike	4320-009, -041, -013, -	Transportation	Bridge			
2018	Delaware Water Gap National Recreation Area	(PA)	022, -044	Program	Rehabilitation	\$973,000	EFLHD	In Design

^{*} FY 2017 EFLHD TIP prepared 10/14/16.

## **Appendix L:**

Transportation
Alternatives Program
(FY 2016)
and
Safe Routes to School
Projects (FY 2016)

#### NJTPA 2016 Transportation Alternatives Program Recommended Projects

Sponsor	Counties	Municipalities	Project Name	Award Amount
Hackensack City	Bergen County	Hackensack City	Main Street Streetscape	\$1,000,000.00
Park Ridge Borough	Bergen County	Park Ridge Borough	Park Avenue Streetscape	\$357,000.00
Essex County	Essex County	Township,Maplewood Township	Irvington Avenue Streetscape Project- Phase II	\$702,000.00
Orange City Township	Essex County	Orange City Township	Highland Avenue Station Accessibility Project	\$606,000.00
Hudson County	Hudson County	Bayonne City	Celebrating the Morris Canal Greenway through Mercer Park	\$297,000.00
Hoboken City	Hudson County	Hoboken City	Newark Street Complete and Green Street Improvements	\$451,000.00
Allentown Borough	Monmouth County	Allentown Borough	Historic Streetscape Improvement Project - Phase II	\$854,000.00
Asbury Park City	Monmouth County	Asbury Park City	Alternative Transportation Enhancements for Asbury Park City, NJ	\$237,000.00
Keyport Borough	Monmouth County	Keyport Borough	Pedestrian Safety Improvements Project	\$569,000.00
Manasquan Borough	Monmouth County	Manasquan Borough	Business District Streetscape Improvements	\$1,000,000.00
Neptune Township	Monmouth County	Neptune Township	Safety, Accessibility and Mobility Improvements to the Jumping Brook Cooridor	\$887,000.00
Boonton Town	Morris County	Boonton Town	Boonton Historic Main Street Revitalization and Pedestrian Safety Improvements (Phase 1)	\$1,000,000.00
Denville Township	Morris County	Denville Township	Denville Streetscape Project - Phase III First Avenue	\$615,000.00
Morristown Town	Morris County	Morristown Town	MLK Promenade Transit Connection	\$1,000,000.00
Roxbury Township	Morris County	Roxbury Township	Sidewalk & Bicycle Facility Main St. Streetscape 1)Streetscape 2)Sidewalks 3)Bicycle Facility	\$909,000.00
Toms River Township	Ocean County	Toms River Township	Ortley Beach Streetscape and Gateway Treatment Project	\$939,000.00
Passaic County	Passaic County	Paterson City	Spruce Street Gateway Project (Phase 1)	\$1,200,000.00
Bound Brook Borough	Somerset County	Bound Brook Borough	Bound Brook Historic Train Station Rehabilitation Project	\$839,000.00
Raritan Borough	Somerset County	Raritan Borough	Pedestrian Improvements from the NJ Transit Rail Station to the Riverfront	\$1,000,000.00
NJDEP/Division of Parks and Forestry State Park Service	Sussex County	Byram Township	Multi-year trail and Morris Canal Improvements at Waterloo Village.	\$615,000.00
NJDEP/Division of Fish and Wildlife	Sussex County	Byram Township	Waterloo Road Amphibian Passage System	\$503,000.00
Hopatcong Borough	Sussex County	Hopatcong Borough	River Styx Road Streetscape Improvement Project	\$616,000.00
Sparta Township	Sussex County	Sparta Township	Phase IV Town Center Beautification	\$500,000.00
Stanhope Borough	Sussex County	Stanhope Borough	Stanhope Pedestrian Loop Phase 2	\$825,000.00
Fanwood Borough	Union County	Fanwood Borough	South Avenue Transportation Infrastructure Development Project	\$802,000.00
Knowlton Township	Warren County	Knowlton Township	Ramsaysburg Homestead Historic Site Restoration, 140 US State Highway Route 46, Warren County	\$815,000.00
Lopatcong Township	Warren County	Lopatcong Township	Upper Belvidere Rd Sidewalk Improvement Project	\$322,000.00
-1-2		1 - 1/2	1-11	\$19,460,000.00

#### NJTPA FY 2016 Safe Routes to School Recommended Project List December 2016

County	Sponsor	Municipality	Project Title	Award Amount
Bergen County	Ridgewood Village	Ridgewood Village	Village of Ridgewood Safe Routes to School 2016	\$400,000
Bergen County	Rutherford Borough	Rutherford Borough	Bike and Pedestrian Safety Infrastructure Upgrades	\$368,000
Hunterdon County	Frenchtown Borough	Frenchtown Borough	SRTS Harrison St and Second St	\$472,000
Middlesex County	Highland Park Borough	Highland Park Borough	SRTS Infrastructure and Intersection Improvements, and A.D.A. Compliance	\$216,000
Morris County	Netcong Borough	Netcong Borough	Pedestrian//Bike Safety Improvements	\$243,000
Morris County	Chatham Township	Chatham Township	Shunpike Road Sidewalk - Falmouth Road to Pine Street	\$374,000
Ocean County	Bay Head Borough	Bay Head Borough	Clayton Avenue Sidewalk Construction	\$190,000
Somerset County	Somerville Borough	Somerville Borough	Safe Routes to School along Veteran's Memorial Drive East	670,000
Union County	City of Plainfield	City of Plainfield	City of Plainfield Safe Routes Improvement Project	\$304,000
Union County	New Providence Borough	New Providence Borough	Various Sidewalk Improvements SRTS 2016	\$462,000
Warren County	Lopatcong Township	Lopatcong Township	Safe Routes to School Improvement	\$380,000

\$4,079,000

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The FY 2018-2021 Transportation Improvement Program (TIP) has been prepared by the North Jersey Transportation Planning Authority. It has been financed by the Federal Transit Administration and the Federal Highway Administration of the U.S. Department of Transportation.

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