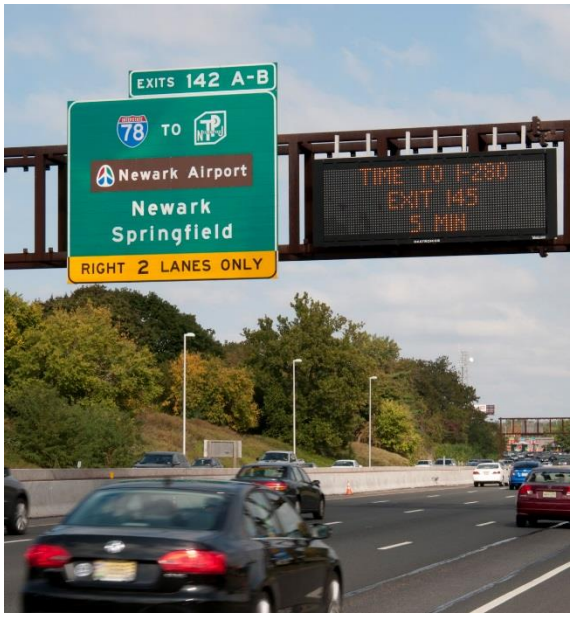

THE NORTHERN NEW JERSEY

Air Quality Conformity Determination

Connecting Communities: The NJTPA Long Range Transportation Plan and the FY 2026-2031 Transportation Improvement Program

DRAFT • June 26, 2025

NJTPA Connecting Communities

NJTPA NORTH JERSEY TRANSPORTATION PLANNING AUTHORITY

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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
IIJA	Infrastructure Investment and Jobs Act
HPMS	Highway Performance Management System
LRTP	Long Range Transportation Plan
MAP-21	Moving Ahead for Progress in the 21st Century
MOVES	MOtor Vehicle Emission Simulator
MPO	Metropolitan Planning Organization
NAAQS	National Ambient Air Quality Standards
NJDEP	N.J. Department of Environmental Protection
NJDOT	N.J. Department of Transportation
NJRTM-E	North Jersey Regional Transportation Model-Enhanced
NJSEA	N.J. Sports and Exposition Authority
NJTPA	North Jersey Transportation Planning Authority
NO_x	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)
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 Compounds

Executive Summary

The North Jersey Transportation Planning Authority (NJTPA) has completed the federally required air quality conformity analysis and determined that *Connecting* Communities, the Long Range Transportation Plan (LRTP) and the FY 2026-2029 Transportation Improvement Program for northern New Jersey conforms to the State Implementation Plans (SIPs) established by the New Jersey Department of Environmental Protection (NJDEP). In this document, the NJTPA demonstrates that each ozone nonattainment area in the region passes the corresponding budget test.

Conformity is the process, established by joint guidance from the United States Department of Transportation and the United States Environmental Protection Agency (USEPA) to ensure that transportation investments will contribute to improving air quality in areas where concentrations of criterion pollutants exceed national standards. There are several areas in the NJTPA region that currently or previously have not met federal air quality standards for ozone, carbon monoxide (CO), and/or fine particulate matter ($PM_{2.5}$) as depicted in Figure 1.

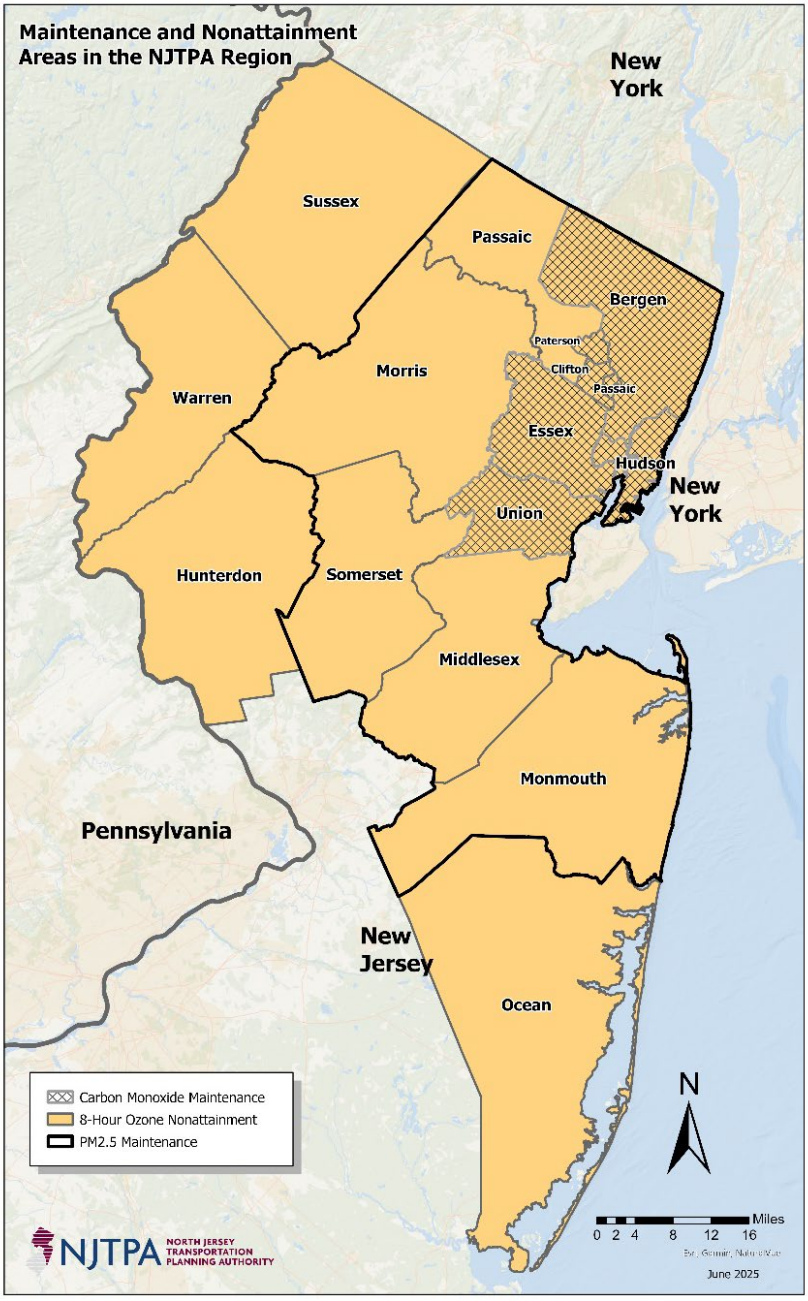
This conformity determination reflects the fact that the NJTPA has successfully concluded the second and final CO 10-year maintenance phase and has no further federal requirements for CO.

This conformity determination also reflects starting the second 10-year limited maintenance phase for $PM_{2.5}$. As such, the NJTPA is no longer required to run emissions for $PM_{2.5.}$ This conformity determination saw key updates and trends in several areas:

The NJTPA migrated from EPA's Motor Vehicle Emissions Simulator MOVES 3.1.0 model to the newest MOVES 5.0.0 model. The 2020 volatile organic compounds (VOC) and nitrogen oxides (NO_x) eight-hour ozone budgets were used for the 12 county NY-NJ-CT non-attainment area. Transportation modeling results were adjusted to reflect 2023 Highway Performance Management System (HPMS) vehicle miles travelled (VMT) for the base year scenario.

The emissions are slightly higher in the near years than in the previous conformity. Several factors impact this, including but not limited to, the use of newer 2023 HPMS data. Being several years removed from the height of the pandemic, the 2023 HPMS data reflects traffic conditions closer to the new normal and higher than the 2021 HPMS data used in the previous conformity, which was still in proximity to the height of the pandemic. Additionally, the use of the newly calibrated model may have some impact on the traffic estimates, and in turn, the emissions results. This updated model was calibrated to 2019 pre-pandemic traffic conditions.

Figure 1: NJTPA Maintenance and Nonattainment Areas



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 CO Maintenance Areas; and the New York-Northern New Jersey-Long Island, NY-NJ-CT annual and daily $PM_{2.5}$ Maintenance Areas

Ozone

On March 6, 2015, USEPA issued the final rule for implementation of the 2008 ozone standard, revoking the 1997 ozone National Ambient Air Quality Standards (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 May 4, 2016, USEPA 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 USEPA 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. On August 23, 2019, USEPA finalized the reclassification of the NY-NJ-CT nonattainment area from moderate to serious for failing to attain the 2008 ozone NAAQS by July 20, 2018 (attainment required by the 2020 ozone season for the serious classification). On October 7, 2022, USEPA reclassified the NY-NJ-CT nonattainment area from serious to severe (attainment required by the 2026 ozone season for the severe classification).

The designations by USEPA for the 2015 ozone NAAQS (moderate for the NY-NJ-CT nonattainment area and marginal for the PA-NJ-MD-DE nonattainment area) were effective August 3, 2018. This conformity determination used the 2008 ozone NAAQS and the appropriate 2020 SIP budgets for ozone that were found adequate by USEPA on March 13, 2023, for the New York-Northern New Jersey-Long Island, NY-NJ-CT 8-hour Ozone Nonattainment Area. A SIP revision containing new budgets originally was not required for the Philadelphia-Wilmington-Atlantic City, PA-NJ-MD-DE 8-hour Ozone Nonattainment Area. However, on October 7, 2022, EPA reclassified the PA-NJ-MD-DE nonattainment area from marginal to moderate (attainment required by the 2023 ozone season for the moderate classification).

Carbon Monoxide

The NJTPA region recently completed the required 20-year maintenance period for CO in designated parts of the region which means that current air quality meets the federal standard for CO. The NJTPA successfully concluded the first 10-year maintenance period in 2014 and the second 10-year maintenance period in 2024. The NJTPA has successfully fulfilled all federal requirements for CO and is no longer required to run emissions for CO.

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 20 years. USEPA has determined that as of February 5, 2016, transportation conformity requirements for CO no longer apply to these areas.

Fine Particulate Matter

Nine of the NJTPA's 13 counties are in maintenance for $PM_{2.5}$, both daily and annual standards. 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 past. Before the region can demonstrate it has met all federal requirements for $PM_{2.5}$ it must show that it can maintain $PM_{2.5}$ daily and annual standards for 20 years. The NJTPA has successfully demonstrated air quality conformity for $PM_{2.5}$ for an initial maintenance period of 10 years to

2023. A second 10-year maintenance period for $PM_{2.5}$ was recently approved by USEPA in a new SIP. The NJTPA is no longer required to run emissions for $PM_{2.5.}$

Results

Based on the emissions modeling results presented in this document, for all applicable scenario years (2026, 2030, 2040 and 2050), the total forecasted emissions of ozone precursors—daily NO_x and VOCs are below the budgets provided in the SIPs by NJDEP. In the process of reaching this determination, the NJTPA has satisfied all requirements of the federal final conformity rule (40 CFR93), as amended by the USEPA on July 1, 2004; May 6, 2005; January 24, 2008; June 14, 2010; May 21, 2012; September 4, 2013; March 6, 2015; June 14, 2018; September 25, 2018, and March 13, 2023 (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 USEPA that ensures transportation investments will contribute to improving air quality in areas where concentrations of certain pollutants exceed national standards. Conformity emerged from the back-to-back passage of environmental and transportation legislation in the early nineties (Clean Air Act Amendments of 1990 and the Intermodal Surface Transportation Efficiency Act of 1991, referred to as CAAA and ISTEA, respectively). USEPA promulgated the transportation conformity rule initially in 1993, and established major revisions to the rule in 1997, 2004, 2005, 2008, 2010, 2012, 2013, 2016, 2018 and 2023. USEPA implemented the latest Final Rule on March 13, 2023.
Conformity works in the following way:

- USEPA establishes NAAQS based on public health research. The standards set maximum concentrations of criterion pollutants in the ambient (outdoor) air. The NJTPA region contains nonattainment and/or maintenance areas for three of the criterion air pollutants: CO; ozone (VOCs and NO_X); and fine particulate matter ($PM_{2.5}$ and NO_x).

- 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 SIPs to USEPA to demonstrate how the nonattainment areas will improve their air quality and meet the standard. SIPs contain mobile source emission budgets or limits that are to be used in a conformity analysis.

- Nonattainment and maintenance areas must ensure that their transportation plans, programs, and projects conform to the state's air quality plan or SIP by showing that the mobile source emissions produced do not exceed the budgets. This means that transportation projects will not worsen air quality or interfere with the purpose of the SIP which is to attain or maintain the NAAQS.

Ozone Nonattainment Areas

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

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

As seen in Figure 2, ozone violations—the number of days per year that ozone concentrations exceeded the ozone standard— have generally decreased over the last 20 years in New Jersey. Periodic spikes are attributed to warmer temperatures in the corresponding years coupled with more stringent NAAQS over time. An increase in 2023 is attributed to smoke from the Canadian wildfires.

Carbon Monoxide Maintenance & Attainment Areas

The NJTPA region recently completed the required 20-year maintenance period for CO in designated parts of the region which means that current air quality meets the federal standard for CO. The NJTPA successfully concluded the first 10-year maintenance period in 2014 and the second 10-year maintenance period in 2024.

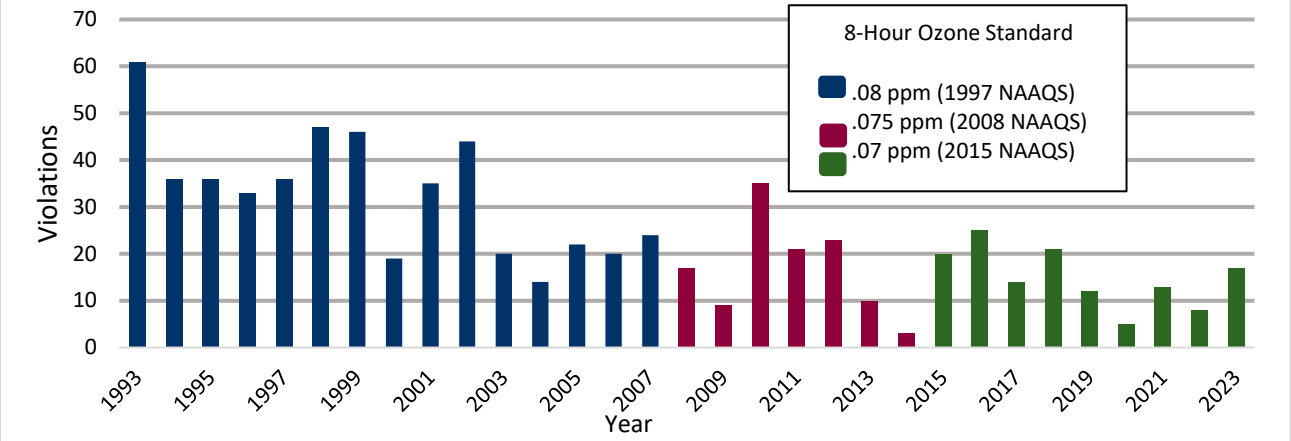
The NJTPA has successfully fulfilled all federal requirements for CO.

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 20 years. USEPA has determined that as of February 5, 2016, transportation conformity requirements for CO no longer apply to these areas.

$PM_{2.5}$ Maintenance Area

Nine of the NJTPA's 13 counties are in maintenance for $PM_{2.5}$, both daily and annual standards. 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 past. Before the region can demonstrate it has met all federal requirements for $PM_{2.5}$ it must show that it can maintain $PM_{2.5}$ daily and annual standards for 20 years. The NJTPA has successfully demonstrated air quality conformity for $PM_{2.5}$ for an initial maintenance period of 10 years to 2023. A second 10-year maintenance period for $PM_{2.5}$ was recently approved by USEPA in a new SIP. The NJTPA is no longer required to run emissions for $PM_{2.5}$.

FIGURE 2: ANNUAL VIOLATIONS OF THE 8-HOUR OZONE STANDARD IN NEW JERSEY[1]



SOURCE: NJDEP

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[1] Figure 2shows the number of days with ozone violations for the entire state of New Jersey, not just the NJTPA region. The increase in violations in 2023 reflect wildfire smoke from Canada

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 services and congestion mitigation initiatives. Substantively, the greatest challenge in reducing mobile source emissions is rising VMT in this heavily populated, mobile region. Population growth, vehicle 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 *Connecting Communities: The NJTPA Long Range Transportation Plan* (LRTP).

Operationally, conformity requires the NJTPA to maintain data and perform analyses based on computer modeling. It must be shown that the total emissions produced by mobile sources will not exceed the budgets assigned by NJDEP. To do this, NJTPA uses a regional transportation model to estimate VMT. The model includes characteristics of the region such as demographics, tolls, fares, and current transportation policies. Projects included in the FY 2026-2029 Transportation Improvement Program (TIP) and LRTP 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 5.0.0. 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 balance 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 proactive efforts to support the implementation of land-use planning efforts that reduce trip length, the provision of increased transit and involvement with the development of the SIP and other air quality plans.

How does the NJTPA fulfill the conformity requirement?

The Formal Requirements

The conformity process compares emissions projections for mobile sources against the emissions budgets established by NJDEP. This comparison is known as the budget test. Conformity and its air quality goals 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 include 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, the NJTPA has distributed this conformity determination report to representative stakeholders, other interested parties and the public for a 30-day public comment period from July 7 to August 5, 2025. Public notices were 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 at njtpa.org/public comment.

In addition, the NJTPA will convene a virtual public workshop and a public meeting on July 17, 2025.

Subsequent to the public comment period, this report may be revised to address comments.

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 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 to ensure broad support for the region's transportation and air quality planning activities from all relevant planning, regulatory and implementing institutions. The ICG typically meets three times throughout a conformity determination effort. The first meeting is held before the analysis begins to affirm the set of planning assumptions, which supports the modeling activities and the procedures for conducting the conformity analysis. The second meeting is to discuss the classification of new projects and any changes to the existing project lists and the final meeting is to review and confirm the results of the emissions modeling work before the conformity determination report is issued for public comment and eventual adoption.

For this conformity determination, the first ICG meeting was held on January 21, 2025, to kick off the conformity analysis and discuss modelling and planning assumptions and confirm the scenario years. The

second meeting was held on May 20, 2025, to discuss the project list and to establish a start date for the emissions analysis. The third ICG meeting was held on June 24, 2025, to discuss the draft conformity determination findings and document. The meetings are held by teleconference, and draft documents are distributed 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 (Port Authority), the New Jersey Turnpike Authority (Turnpike Authority), and projects under the jurisdiction of the Palisades Interstate Park Commission, the New Jersey Sports and Exposition Authority (NJSEA) and the Delaware River Joint Toll Bridge Commission (DRJTBC). In some cases, ICG members may dispute or appeal the staff's classification, and the group deliberates until consensus is reached. A discussion of the classification process is included in the Defining Scenarios section 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 emissions projections used to perform the conformity budget test are based on the volume of travel in the region and the emissions 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 emissions rates also vary with the roadway conditions and temperature. Generally, ozone emissions are modeled assuming a typical summer day (when ozone levels are likely to be the highest).

In addition to the factors used to calculate the emission rates, the projections are based on regional VMT. The North Jersey Regional Transportation Model - Enhanced (NJRTM-E) is NJTPA's travel model that forecasts vehicular activity and VMT on roadway facilities in the region. Based on emissions 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 TIP is the crux of the 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 are discussed below.

1) Vehicle Registration Data

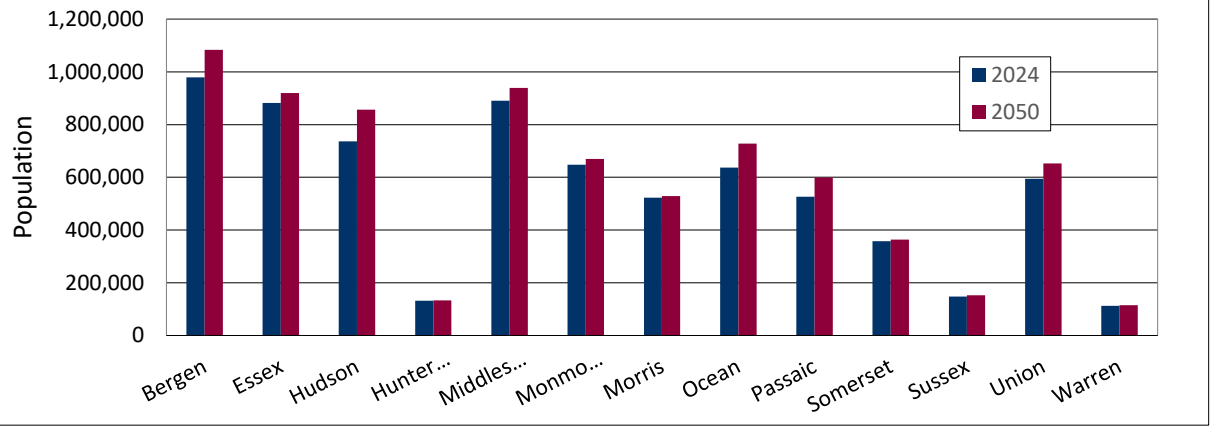
The latest available vehicle registration data were used in this analysis. These data were developed by NJDEP in 2025 based on 2024 data and include updated vehicle type mix data, including electric vehicles.

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 the LRTP, the projections reveal continued growth in all counties of the region as illustrated in Figure 3. These projections are from the LRTP.

The NJRTM-E includes areas outside of the 13 counties that comprise the NJTPA region. For these areas, NJTPA collected the latest approved demographic forecast information where available.

Figure 3: Current & Future Population of NJTPA



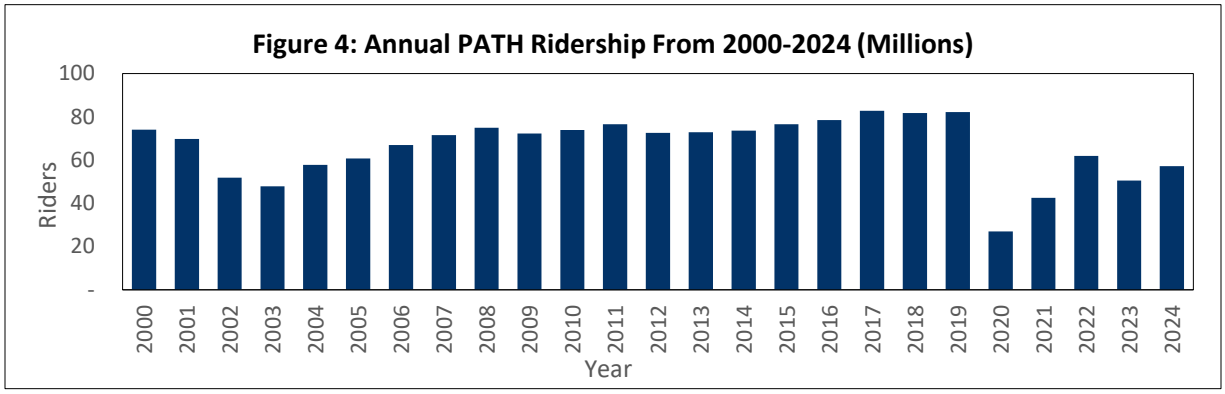
SOURCES: US Census Bureau (2020 Census – 2024 update from ACS); NJTPA Long Range Transportation Plan ("Connecting Communities")

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

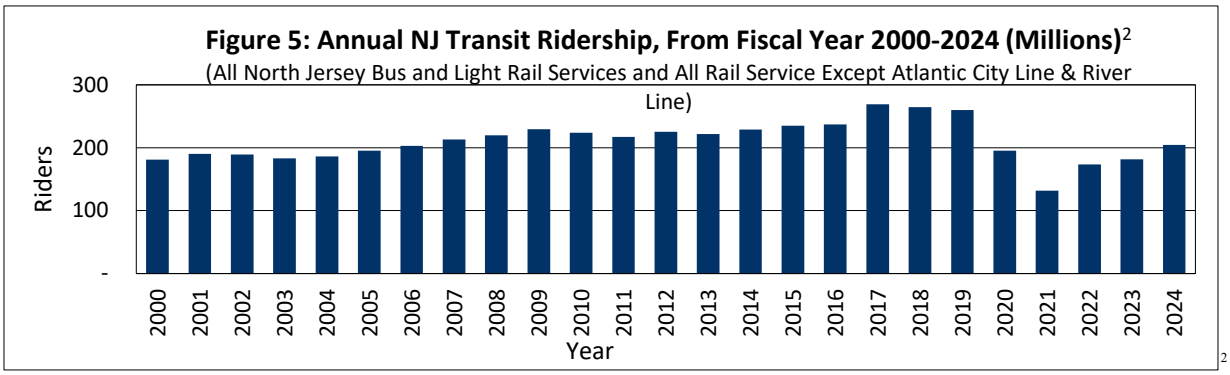
Table 1: Average Daily Trips and Distances in Each NJTPA County

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

SOURCE: 2010/2011 Regional Travel Household Interview Survey, NJTPA/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 170 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. PATH and NJ TRANSIT ridership continues to show growth as the region recovers from the pandemic. 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 NJ TRANSIT bus, light rail 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 September 11, 2001 terrorist attacks and a dip in 2020 and 2021 due to the COVID-19 pandemic. Recovery can be seen in 2022 and has continued through to 2025. In addition to routes operated by NJ TRANSIT, all 13 counties in northern New Jersey operate community shuttle transportation services funded through a variety of federal, state, regional and local programs.

[2] Figure 5 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

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

NJ TRANSIT provided transit files for all model years. The new transit fare data reflects the 15 percent increase applied in July 2024. In addition to the NJ TRANSIT data, three ferry services were also added to the model including South Amboy, Carteret, and Bayonne.

The Port Authority implemented a fare increase on its Hudson River crossings (bridges, tunnels) effective July 6, 2025; New York State Thruway implemented annual toll increases between 2024 and 2027 on the Gov. Mario M. Cuomo Bridge. The New York State Bridge Authority (NYSBA) implemented toll increases on the Bear Mountain Bridge and Newburgh-Beacon Bridge every year from 2020 to 2023. The Metropolitan Transportation Authority (MTA) implemented a toll increase beginning on August 6, 2023. The DRJTBC implemented a toll increase effective January 2024. The Turnpike Authority has increased its tolls annually by 3 percent beginning in 2022 and the PA Turnpike increased its tolls on the Delaware River Bridge (I-95) on January 5, 2025. Also in January 2025, New York City started a congestion pricing toll system in Manhattan's Central Business District. The MTA implemented the tolling program to reduce vehicle congestion. These fare and toll increases are reflected in the NJTPA model. In addition, toll rates were converted to 2019 dollars in all model runs to correspond with the 2019 calibration year of the NJRTM-E re-validated 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 effects 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 and queuing at toll plazas and therefore decreases emissions. 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 used in this conformity analysis, includes the analysis of toll plazas that estimate the impact of ETC on 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

The most recent 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. The NJTPA used MOVES 5.0.0 for its analysis of ozone precursors. The modeling process began on May 21, 2025, and was completed on June 20, 2025.

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 HPMS VMT Estimates
- Reasonable Methods to Estimate Off Network VMT
- Capacity and Volume Sensitive Speed and Delay Estimates
- Consistency with SIP Emissions Modeling Assumptions

A detailed discussion of each of these subjects and the way in which they are addressed by the NJRTM-E can be found in the supporting documentation *Travel Demand Modeling and Project Coding* available on the NJTPA website. This document shows that the NJRTM-E meets all the required elements of the rule.

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

A TCM must be identified by NJDEP's SIP to be included, for credit, in the conformity determination. In the case of the NJTPA region, there are no TCMs in the SIPs 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 all scenario years to be compared against emissions budgets established in the SIPs. 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 steps, described below, standardize what will be modeled for the emission projections.

1. Projects in the LRTP must be classified in terms of their exemption status

The projects listed in the LRTP/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 ICG 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 step four below.

All projects from the FY 2026-2029 TIP and LRTP, those with non-federal funding sources (such as the Turnpike Authority, Port Authority, NJSEA and DRBJTC are included in Appendices 1 and 2.

2. *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

2019 – Base year (year used to validate the travel demand model)

2023 – Existing and committed network (including all existing roadways plus improvements completed by the end of 2023)

Scenario Years

2026 – Near term year, first year of the TIP; Ozone attainment year for the NY-NJ-CT area

2030 – Interim scenario year (no two scenario years can be more than 10 years apart)

2040 – Interim scenario year (no two scenario years can be more than 10 years apart)

2050 – LRTP horizon year (must be modeled)

Table 2. Scenario Years for Nonattainment & Maintenance Areas

Pollutant	Defined Area	2026	2030	2040	2050
Ozone	Philadelphia-Wilmington-Atlantic City, PA-NJ-MD-DE 8-hour Ozone	X	X	X	X
Ozone	New York-Northern New Jersey-Long Island, NY-NJ-CT 8-hour Ozone Nonattainment Area	X	X	X	X

3. Represent Entire Transportation System

The fundamental purpose of conformity is to model the emissions that will occur on the transportation network, taking into account the effects of investments made during the interim. The LRTP 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.

4. *Not-modeled network improvements must be identified*

All non-exempt projects are categorized as either modeled or not modeled. Intelligent Transportation Systems (ITS) projects 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 LRTP and the four-year TIP. 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 LRTP 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 LRTP and TIP.

Emissions Findings

Key Concepts

The findings for each emission test are represented by a table that includes columns for each of the applicable scenario years (2026, 2030, 2040 and 2050) 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]. These budgets represent the maximum amount of each pollutant that can be generated by mobile on-road sources, such as cars, motorcycles, trucks and buses, for a specified time period.

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

Ozone Emission Budgets

The ozone (NO_x and VOC) budgets are also given in tons per day (TPD). NJDEP submitted a SIP revision to USEPA for the New York-Northern New Jersey-Long Island, NY-NJ-CT 8-hour Ozone Nonattainment Area. The SIP revision was for the attainment and maintenance of the ozone NAAQS, which contained 8-hour ozone budgets for the attainment year of 2020. Effective March 13, 2023, USEPA informed NJDEP that the budgets in the SIP revision remained adequate for transportation conformity purposes. The NJDEP budgets for 2020 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 2020 budgets in this conformity determination. A SIP revision containing new budgets was not required at this time for the Philadelphia-Wilmington-Atlantic City, PA-NJ-MD-DE 8-hour Ozone Nonattainment Area.

Projected Emissions

The projection is the result of the emissions modeling for each scenario year, which includes the set of projects that will be in place by the relevant scenario years, which impacts the amount of pollution that is generated by the transportation system. This line contains the modeled emissions of each pollutant for each scenario year. A passing conformity determination is based on whether the projected emissions exceed the budget. The projected emissions are given in TPD for ozone.

Finding

This is simply a declarative calculation that identifies whether the projection exceeds the budget. If the emission projection for the relevant scenario year is less than or equal to the budget, the LRTP and TIP pass that specific test. If every scenario year test is satisfied, the LRTP and TIP pass for that pollutant. The possible values of this cell are Pass and Fail.

Note that ozone is not a direct emission from automobiles; ozone is the product of a photochemical reaction between VOCs and NO_x. Thus, emissions of these two ozone precursors are measured.

Modeling Results

This section presents the results of the emission modeling for each pollutant and compares the projected emissions to the emission budgets established by the relevant SIPs. If all projected emissions are equal to or less than the

emission budgets for each scenario year, the LRTP and TIP pass the conformity test.

As presented in Tables 3 and 4, the LRTP and the FY 2026-2029 TIP pass the conformity test, leading to the overall finding that the LRTP 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

	2026	2030	2040	2050
Budget (TPD)	42.46	42.46	42.46	42.46
Projected Emissions (TPD)	29.89	27.02	20.21	14.43
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

	2026	2030	2040	2050
Budget (TPD)	76.77	76.77	76.77	76.77
Projected Emissions (TPD)	51.95	37.32	18.18	13.45
Finding	Pass	Pass	Pass	Pass

As presented in Tables 5 and 6, the LRTP and TIP pass each conformity test, leading to the overall finding that they 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

	2026	2030	2040	2050
Budget (TPD)	6.45	6.45	6.45	6.45
Projected Emissions (TPD)	3.67	3.37	2.76	2.19
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

	2026	2030	2040	2050
Budget (TPD)	12.65	12.65	12.65	12.65
Projected Emissions (TPD)	3.68	2.71	1.32	0.89
Finding	Pass	Pass	Pass	Pass

Figures 6, 7 and 8 in the next section 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 2026 through 2050, which can be attributed to the introduction of important emission reduction technologies, such as Tier 3 vehicle standards. However, it is important to observe that these lower projected emissions are not curbing the trend of increasing VMT. As Figure 8 indicates, the downward emission trends have occurred in the face of VMT growth around the region. It is clear that expected advances in emission control technology are resulting in lower emissions and not changes in travel behavior.

Conclusion

The NJTPA has determined that the LRTP and the FY 2026-2029 TIP for northern New Jersey conform to the NJDEP emission budgets. This document demonstrates that each ozone nonattainment area in the region passes the appropriate budget test. Table 9 summarizes the requirements for conformity and NJTPA's response to each.

This conformity determination saw key updates and trends in several areas:

- The NJTPA migrated from EPA's MOVES 3.1.0 model to its' most recent MOVES 5.0.0 model.
- The 2020 VOC and NO_x eight-hour ozone budgets were used for the 12 county NY-NJ-CT non-attainment area.
- The emissions are slightly higher in the near years than in the previous conformity. Several factors impact this, including but not limited to, the use of newer 2023 HPMS data. Being several years removed from the height of the pandemic, the 2023 HPMS data reflects traffic conditions closer to the new normal and higher than the 2021 HPMS data used in the previous conformity, which was still in proximity to the height of the pandemic. Additionally, the use of the newly calibrated model may have some impact on the traffic estimates, and in turn, the emissions results. This updated model was calibrated to 2019 traffic conditions (pre-pandemic).
- This conformity determination reflects the fact that the NJTPA has successfully concluded the second and final CO 10-year maintenance phase and has no further federal requirements for CO.
- This conformity determination reflects starting the second limited 10-year maintenance phase for $PM_{2.5}$. As such, the NJTPA is no longer required to run emissions for $PM_{2.5}$.

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 Long-Range 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.

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, which 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 Long Range Transportation Plan ("Connecting Communities"). Another way the NJTPA is working to improve air quality is through supporting travel alternatives and options such as promoting transit use, walking/biking, TDM and other measures. These strategies help to reduce VMT.

Figure 6: NOx and VOC Budgets and Projected Emissions: NJTPA portion of the New York-Northern New Jersey-Long Island 8-Hour Ozone Nonattainment Area, 2026-2050

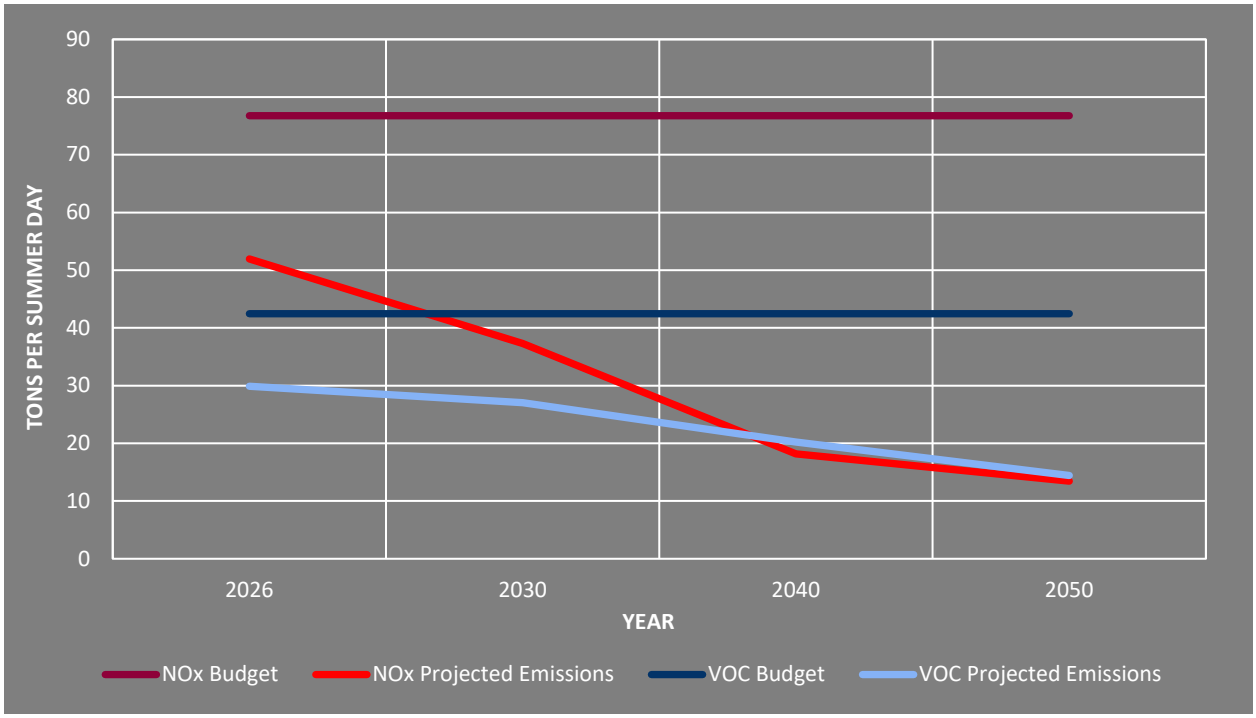


Figure 7: NO_x and VOC Budgets and Projected Emissions for Ocean County, 2026-2050

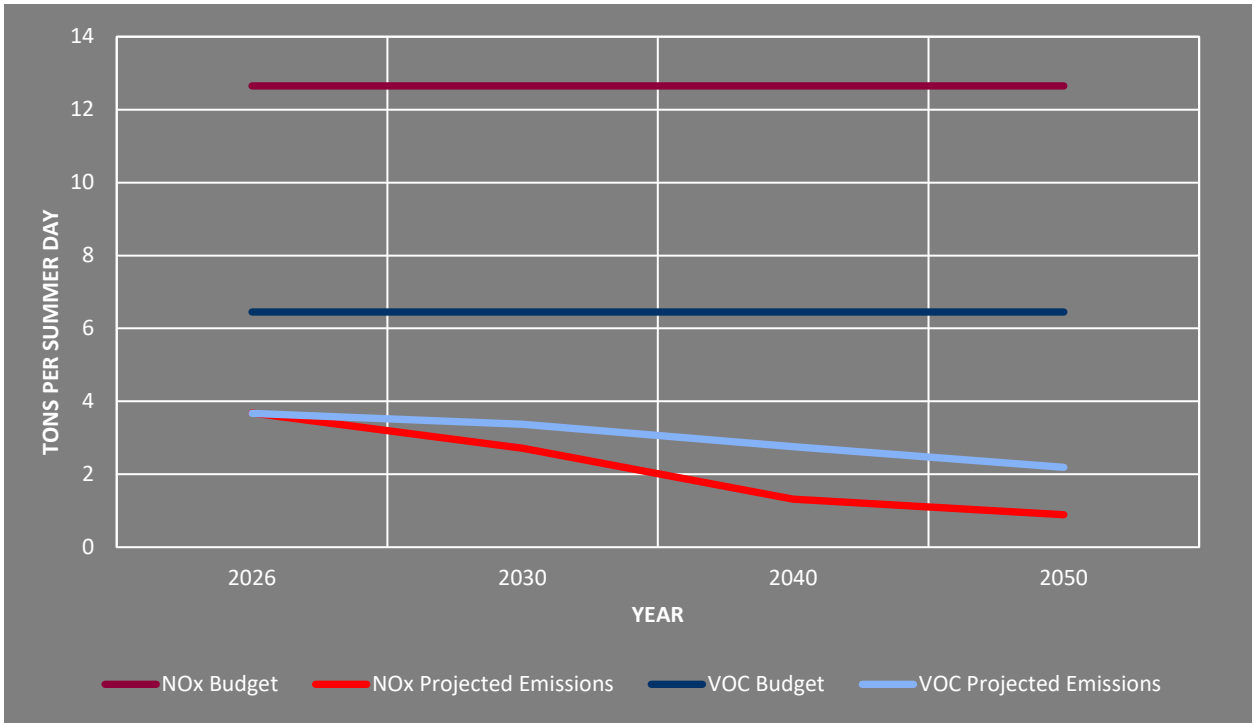


Figure 8: Projected Daily Summer VMT Growth from 2026 to 2050 in the NJTPA Region

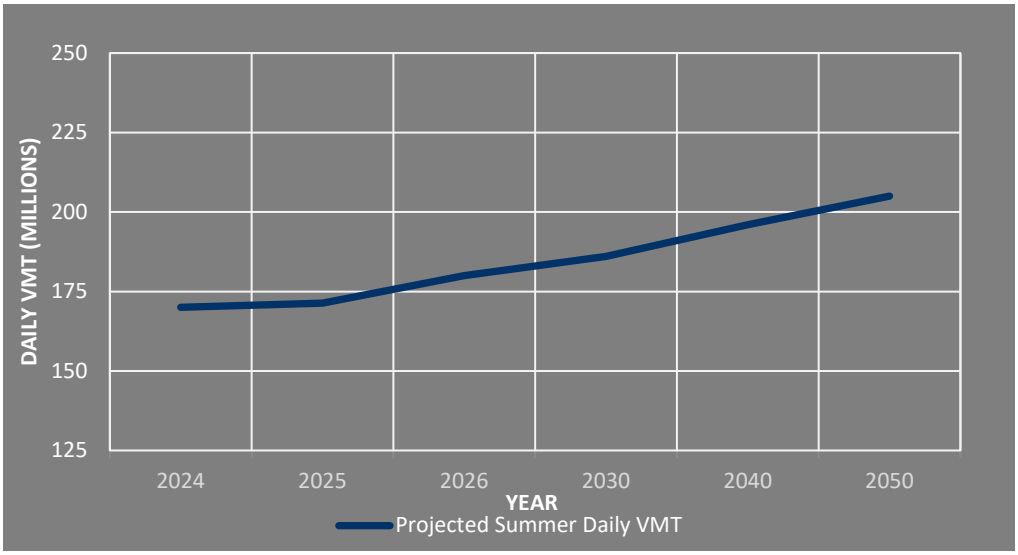


Table 7. Evaluation of the Conformity Determination Criteria

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 2026, 2030, 2040 and 2050 correspond to the near term year; redesignated attainment year for severe ozone nonattainment areas designated in the 2008 NAAQS (2020); interim years such that no more than 10 years are between analysis years (2030 and 2040); and the Plan horizon year (2050).*
§93.106(a) (2)(i)	*Does the plan quantify and document the demographic and employment factors influencing transportation demand?*	*Yes. The Long Range Transportation Plan does 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?*	*Yes. The regionally significant additions and modifications to the network utilized in this conformity analysis are listed and described. Detailed information regarding each project can be found in the respective Plan and TIP documents.*
§93.108	*Are the transportation improvement program and the transportation plan fiscally constrained*	*Yes. The Plan and the TIP are constrained to reasonably 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.*
§93.110	*(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 May 21, 2025, 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 the LRTP. Also, the latest available vehicle registration data (developed by NJDEP in 2024) has been used. The assumptions are derived from the most recent information available to the 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 transit 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 already been implemented.	Currently, there are no adopted TCMs in the SIP.
	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 5.0.0 emissions model.*
§93.112	*Did the MPO make the conformity determination according to the consultation procedures of the Final Transportation Conformity Rule or the state's conformity SIP?*	*Yes. three meetings of the NJTPA Interagency Consultation Group (NJTPA ICG) were held according to the consultation procedures consistent with the requirements of all applicable regulations including §93.105 (a) and (e).*
§93.113(b) §93.113©	*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 LRTP and the FY 2024-2027 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.*
§93.118	*For Areas with SIP Budgets: Is the Transportation Plan, TIP or Project consistent with the established motor vehicle emissions budget(s) in the applicable SIP?*	*Yes.*
§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.*
§93.122(a) (6) §93.122(a) (7)	*Are reasonable methods and factors used for the regional emissions analysis consistent with those used to establish the emissions budget in the applicable implementation plan?*	*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.*

All MOVES 5.0.0 and PPSUITE (post-processor) input and output files are available by contacting Liz DeRuchie at liz@njtpa.org.

Appendices[3, 4]

1. Modeled Project List
2. Non-Modeled Project List
3. Study and Development Projects
4. Exemption Classification Codes & Names; Definition of Regional Significance

Description of Appendices

The appendices to this report list the actual projects that comprise the future transportation system and emissions modeling that are the basis of the conformity determination process. This brief discussion serves as an orientation to the information included in these listings. First, however, it is important to explain what each of the groups of projects represents.

Appendix 1 includes all modeled projects from the FY 2026-2029 TIP Conformity Final Project List. Appendix 2 includes all non-modeled projects from the FY 2026-2029 TIP Conformity Final Project List. Appendices 1 and 2 comprise all the projects in the FY 2026-2029 TIP, including regionally significant non-federally funded projects ("authority projects"). The NJTPA Study and Development (S&D) Program resides in Appendix 3. The TIP document itself explains in significant detail how the TIP is generated, reviewed, etc. The S&D projects are not as far along (as close to construction) as projects in the TIP, but the region anticipates and therefore can address those that are in final design in FY 2026 in the conformity modeling. The non-federally funded projects are included as well because of requirements outlined in the Final Transportation Conformity Rule (described earlier).

For each project, certain information is provided in Appendices 1 and 2. At the top of each section is the database number (DBNUM), which the NJTPA and its planning partners use to identify each project. Listed next to the DBNUM is the Project Name, which contains basic information about the project, such as the primary facility in question and the section of that facility, or other important identifiers, such as cross-streets. The next line lists mileposts on the affected facility, if applicable. Below this is a table listing several attributes of the project that relate to the status of the project in the conformity process.

The Project Source field lists the source of the project: the FY 2026-2029 TIP (FY 2026 TIP); NJTPA's Local Concept Development Program (FY 2026 NJTPA Local Projects), or Authority projects (NJTA for NJ Turnpike Authority, PANYNJ for Port Authority of New York and New Jersey, DRJTBC, NJSEA). The Exempt? column denotes the project's exemption status (yes, no or not applicable). All exempt projects must provide an Exemption Category, as defined by the Final Conformity Rule. All non-exempt projects must be classified with respect to regional significance, which is noted in the Regionally Significant? field. All nonexempt projects must also be assigned a scenario year (Scenario Yr) which is based on the first analysis year following the project's expected completion date. The Modeled field indicates whether the project was modeled. Note that some of the exempt projects have been modeled, even though they need not be, in order to make the travel demand model as complete as possible. Finally, the text below the table is a more detailed description of the project.

[3]Due to their volume, the appendices have not been included in the printed document packet. However, anyone interested in reviewing them can contact Liz DeRuchie (as indicated below) or obtain them via the website.

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

APPENDIX 1
NJTPA CONFORMITY DETERMINATION ON THE LRTP AND FY 2026 – 2029 TIP

MODELED PROJECT LIST

NJTPA Conformity Determination on Plan 2050 and the FY 2026-2029 TIP
Modeled Project List

00312 **Route 10, Jefferson Road**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	No			2026	Yes

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.

06316 **Carteret Ferry**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	MT8		2030	Yes

Proposed Passenger Ferry between Carteret and New York City.

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

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	NR3		2040	Yes

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.

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

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	No		Yes	2040	Yes

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

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

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	No		Yes	2030	Yes

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

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

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S19		2026	Yes

This project will replace the 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.

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

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	No		Yes	2040	Yes

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.

11407 **Lincoln Tunnel Access Project (LTAP)**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	NR3	Yes	2040	Yes

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

11415F **Route 80, 21st Avenue to Lakeview Ave (CR 624), Contract 6**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	No		Yes	2040	Yes

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.
The purpose of this project is to improve safety and operation of I-80 Westbound within the project limits. The need for this project is due to the high crash rate, traffic congestion, substandard design elements, and structural deficiencies. Several bridge decks, superstructures, and complete bridges need to be replaced due to their poor condition ratings, scour critical nature, historical analysis, and life cycle cost analysis.
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

13350 **Route 15 and Berkshire Valley Road (CR 699)**
Mile Posts: 3.79 - 4.13

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	Nr1, NR2		2026	Yes

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.

15433 **Route 24, EB Ramp to CR 510 (Columbia Turnpike)**
Mile Posts: 2.09

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	NR3		2030	Yes

This project will include the construction of a new ramp connecting Park Avenue to Route 24 Eastbound. The project will also include modifications on Park Avenue and Columbia Turnpike which will be achieved by lane closer and/or night work.

17419 **Route 1, Alexander Road to Mapleton Road**
Mile Posts: 10.8 - 12.07

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	NR3		2040	Yes

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).

19605 **Route 1&9, Route 35 to North Street, ATS C#1**
Mile Posts: 36.35 - 55.81

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	NR2		2040	Yes

Adaptive Traffic Signal Corridor for Rt. 1&9. To more efficiently and effectively move traffic

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19608A **Route 1T, Jacobus Ave to Rt 1/9 Pulaski Hwy & Rt 440, I-78 to Rt 1/9 Communipaw Ave, ATS C#1**
Mile Posts: Rt 1T: 0.93 - 4.25, Rt 440: 23.73-26.20

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	NR2		2030	Yes

This project is proposing Limited Scope Adaptive Traffic Signal System design and construction to improve the mobility of motoring public on the following corridors:
US 1 Truck (MP 0.93 to MP 4.25)
NJ 440 (MP 24.22 to MP 26.10) Increase FD Limits to (MP 24.22 – 26.20)

780A **Route 206, Valley Road to Brown Avenue**
Mile Posts: 67.5-68.6

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	No		Yes	2030	Yes

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.

9169Q **Route 287,River Road & Easton Avenue Interchange Improvements**
Mile Posts: 9.80 - 11.49

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	NR3		2040	Yes

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

9233B6 **Route 23, Route 80 and Route 46 Interchange**
Mile Posts: 23: 5.00-6.82; 23/202:62.95-64.00; 80: 52.7-54.55;

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	NR3		2026	Yes

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

93134 **Route 4, Teaneck Road Bridge**
Mile Posts: 7.27 - 7.86

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S19		2040	Yes

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

93139 **Route 80/15 Interchange**
Mile Posts: Rt 80: 33.04 - 34.07, Rt 15: 1.53 - 2.95

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	NR3		2030	Yes

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

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9324A **Tremley Point Connector at Interchange 12**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
NJTA	No			2030	Yes

This project will provide access from Interchange 12 through Carteret, NJ, over the Rahway River, and into Tremley Point in Linden, NJ. The project consists of a new roadway and bridges featuring two lanes in each direction with full shoulders. The total length of the project is approximately 1.1 miles.

95023 **Route 1&9, Interchange at Route I-278**
Mile Posts: 42.20 - 42.40

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	NR3		2030	Yes

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

97062B **Route 57, CR 519 Intersection Improvement**
Mile Posts: 1.33 - 1.71

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	NR1		2030	Yes

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

98546 **Market Street/Essex Street/Rochelle Avenue**
Mile Posts: 2.87-3.12; 3.05-3.17; 2.87-3.12; 3.05-3.17

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S19, AQ2		2030	Yes

The Market Street/Essex Street/Rochelle Avenue/Main Street intersection exhibits inadequate traffic operations due to an insufficient number of lanes. The existing Essex Street Bridge over the Saddle River and beneath Rt 80 is located on the western leg of the intersection. The existing structure was constructed in 1923 and is a two-span, simply supported, concrete encased steel I-beam structure founded on concrete abutments and a pier. The bridge is 91 feet long and 41.7 feet wide with a travel lane in each direction and a sidewalk in the westbound direction. The structure is classified as functionally obsolete and scour critical. The project will improve traffic operations by widening the intersection and replacing the Essex Street Bridge over the Saddle River.

DB26001 **Interstate 78 Toll Bridge All Electronic Tolling**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
DRJTBC	Yes	S7, NR1		2040	Yes

This project consists of design and construction of implementing Hard All Electronic Tolling at the I-78 Toll Bridge.

DB26002 **Easton - Phillipsburg (Route 22) Toll Bridge All Electronic Tolling**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
DRJTBC	Yes	S7,NR1		2030	Yes

This project consists of design and construction of implementing All Electronic Tolling at the Hard E-P Toll Bridge.

DB26003 **Portland - Columbia Toll Bridge All Electronic Tolling**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
DRJTBC	Yes	S7, NR1		2040	Yes

This project consists of design and construction of implementing Hard All Electronic Tolling at the P-C Toll Bridge.

DB26004 **Delaware Water Gap (I-80) Toll Bridge All Electronic Tolling**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
DRJTBC	Yes	S7, NR1		2040	Yes

This project consists of design and construction of implementing Hard All Electronic Tolling at the Delaware Water Gap Toll Bridge.

DB26005 **Milford - Montague Toll Bridge All Electronic Tolling**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
DRJTBC	Yes	S7, NR1		2040	Yes

This project consists of design and construction of implementing Hard All Electronic Tolling at the M-M Toll Bridge.

GSP22100 **Operational Improvements, Milepost 78.8 to 84.5**
Mile Posts: 78.8 to 84.5

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
NJTA	No			2030	Yes

This project propses to complete the missing moves at Interchange 80. This interchange consists of a southbound exit ramp and northbound entrance ramp at US Route 9 and County Route 530, as well as increase capacity and eliminate unsafe weaving conditions by implementing collector-distributor roads (between Interchanges 81-82/82A; in each direction to accommodate future traffic demands. Auxiliary lanes will be lengthened, and full left and right shoulders will be provided for safety and operational enhancement. These improvements will require reconstruction and or replacement of several structures, including bridges over Toms River and Lakehurst Road (County Route 527).

GSP22101 **Operational Improvements between Interchanges 130 and 131**
Mile Posts: 130 and 131

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
NJTA	No		Yes	2030	Yes

This project proposed to lengthen accel and decel lanes for the ramp systems at these interchanges. Structure Nos. 131.1S and 131.1N - Port Reading Railroad (Conrail) over the GSP will need to be replaced to accommodate the lengthening.

N1402 **Clay Street Bridge over the Passaic River**
Mile Posts: 0.0 - 0.07

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S19		2040	Yes

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

N1405 **Garden State Parkway Interchange 83 Improvements**
Mile Posts: CR 571: 6.05-6.10 & GSP: 84.40-84.80

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	NR3	Yes	2030	Yes

Garden State Parkway Interchange 83 Improvements will address the missing interchange movement from the GSP southbound at Interchange 83. It proposes construction of an exit ramp that begins south of the Interchange 83 toll plaza and terminates at a signalized "T" intersection at CR571. In order to accommodate the additional traffic and to improve the operations of the intersection of US 9 and CR 571, improvements to the intersection are proposed. CR 571 will be widened east of the intersection to provide two through lanes in each direction and opposing dual left turn lanes. West of the intersection, CR 571 will be restriped to provide the same lane configuration requiring minor roadway widening.

N1806 **Main Avenue Corridor Improvements**
Mile Posts: 2.29-3.0

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S9		2040	Yes

This project will improve travel safety, traffic flow, transit access, walkability, and bicycle accommodations along Main Avenue by installing a center promenade in the parking median, bicycle lanes, angled parking, a roundabout, road diet and upgrading traffic signals.

NS0309 **Route 78, Pittstown Road (Exit 15), Interchange Improvements (CR 513)**
Mile Posts: 16.06 - 16.10

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
2026 NJTPA Local Proje	Yes	NR3		2030	Yes

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

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

T535 **Lackawanna Cutoff**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2024 TIP NJ TRANSI	Yes	MT8		2026	Yes

Funding is provided for the Lackawanna Cutoff Rail project. NJ TRANSIT is advancing a 7.3-mile Minimal Operable segment (MOS) of this project, extending from Port Morris, NJ To Andover, NJ. In the future, subject to the availability of funding, NJ TRANSIT may extend single-track commuter rail line with passing sidings between Andover and the Delaware River, New Jersey, to allow services between Scranton, Pennsylvania and New York using the NJ TRANSIT's Boonton/Morristown Line. The section within the State of Pennsylvania will be constructed by other parties.

TPK22101 **TPK Westerly Alignment Mainline Widening Between Southern Mixing Bowl - 15W and Replacement of Laderman Bridge**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
NJTA	No		Yes	2030	Yes

This project plans to dualize the Laderman Memorial Bridge by constructing a new bridge adjacent to the existing bridge. The existing Laderman Memorial Bridge will be reconstructed with full shoulders.

TPK24001 **Newark Bay - Hudson County Extension Improvements Program**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
NJTA	No		Yes	2040	Yes

This program proposes to reconstruct and widen the 8.1 mile Newark Bay-Hudson County Extension (NB-HCE) from New Jersey Turnpike Interchange 14 in Newark to Jersey Avenue in Jersey City. The program will be advanced as several different projects: - Project 1: From Interchange 14 to Interchange 14A, replacing bridges and widening the roadway from two lanes to four lanes in each direction plus full shoulders (12-foot right shoulder, 12-foot left shoulder), including the Newark Bay Bridge over the Newark Bay;- Project 2: From Interchange 14A to 14B, replacing bridges and widening the roadway from two lanes to three lanes in each direction plus full shoulders (12-foot right shoulder, 10-foot left shoulder);- Project 3: From Interchange 14B to Columbus Drive, replacing bridges and widening the roadway from two lanes to three lanes in each direction plus full shoulders (12-foot right shoulder, 10-foot left shoulder); - Project 4: From Columbus Drive to Jersey Avenue, replacing the viaduct structure and providing full shoulders (12-foot right shoulder, 5-foot minimum left shoulder).

TPK26001 **Interchange 69 Improvements**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
NJTA	No		Yes	2030	Yes

This project proposes to improve operational safety at the Route 80 and Route 95 interchange utilizing minor widening and revised striping in order to maintain route continuity as well as extending auxiliary lanes within merges, diverges, and weaves to the greatest extent feasible.

TPK26002 **All Electronic Tolling**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
NJTA	No				Yes

This project includes design and construction for the removal of conventional toll plazas and installation of overhead gantries for toll collection operations by All Electronic Tolling methods. This project is currently in the planning phase.

TPK26003 **NJ Turnpike 1-4 Widening Program**
Mile Posts: 0.0 to 36.5

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
NJTA	No			2040	Yes

This project includes design and construction of one additional lane and full shoulders in each direction between Interchange 1 to 4, MP 0.0 to MP 36.5. Geometric and operational needs for all interchanges, ramps, toll plazas and service areas within the Program limits will be considered. The program is in its preliminary design phase. Final Design is expected to begin mid-2023.

TPK26004 **Interchanges 1-4 Capacity Enhancements Program**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
NJTA	No			2040	Yes

This project proposes to add one additional lane in each direction from the existing 3-lane section just north of Interchange 4 at MP 36.5 to the base of the Delaware Memorial Bridge at MP 0.0. The Program includes improvements to each of the four interchanges as well as the replacement or retrofit of most of the 66 bridges along the corridor and improvements to shoulders, sign structures, culverts, interchange lighting, and service area access. Final Design will begin in 2024 and construction will commence in 2026.

APPENDIX 2
NJTPA CONFORMITY DETERMINATION ON THE LRTP AND FY 2026 – 2029 TIP

NOT MODELED PROJECT LIST

NJTPA Conformity Determination on Plan 2050 and the FY 2026-2029 TIP
Non-Modeled Project List

00321 **Schalk's Crossing Road Bridge, CR 683**
Mile Posts: 0.5 - 1.0

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S19		2026	No

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

00377 **Ferry Program**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	MT1		2040	No

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

01309 **Maritime Transportation System**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	NA			2040	No

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

01316 **Transit Village Program**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	AQ2		2040	No

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

01335 **Betterments, Dams**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	NA			2040	No

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.

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

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	NR1		2040	No

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

03304 **Bridge Deck/Superstructure Replacement Program**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S19		2040	No

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

03309 **Environmental Project Support**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	O1		2040	No

This program provides payments for environmental services for the following activities: preparation of regulatory agency permit applications and permit fees; ecological surveys and studies; wetland delineations; wetland mitigation monitoring; wetland mitigation remediation; cultural resources surveys and mitigation; hazardous waste investigations and studies; asbestos surveys and abatement; hydrology/hydraulic investigations and studies; air/noise studies; the US Fish & Wildlife Service liaison agreement; and other environmental work as required. These activities are in support of meeting environmental requirements or commitments, and preventing costly violations.

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

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
J - Congressionally Dir	Yes	O10a			No

The following special federal appropriation was allocated to this project: SAFETEA-LU line #3381 NJ228 $3.2 M. As per technical correction in H.R. 1195: “Determine scope, design, engineering, and construction of Western Boulevard Extension from Northern

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

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S6		2040	No

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

04324 **Electrical Load Center Replacement, Statewide**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S18		2040	No

This program 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.

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

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	NA			2040	No

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.

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

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	NA			2040	No

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.

05342 **Design, Geotechnical Engineering Tasks**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	O1		2040	No

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.

06318F **North Avenue Corridor Improvement Project (NACI)**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
J - Congressionally Dir	Yes	NR3			No

This project consists of Section 1, 3 and 4 of the four sections of the NACI project. It will result in final design for all four sections, and construction ofSections 1, 3 and 4 providing direct ramp connections from North Avenue to Jersey Gardens Boulevard, construction of a flyover of the KapkowskiRoad/North Avenue intersection, and grade separation of the North Avenue/Dowd Avenue and North Avenue/Division Street intersections. The newramp connections and grade separations will reduce traffic at two major intersections, eliminate one of the three signalized intersections, eliminate adangerous weave condition for eastbound North Avenue traffic attempting to access the current Jersey Gardens on-ramp, and bolster bi-directional flowin support of future port-related and commercial uses. North Avenue is a key east-west thoroughfare that lies between the intersections of US 1&9 andthe Port Authority Marine Terminals at Port Newark and Elizabeth. It is a critical link that connects State and Interstate highways, NJ TurnpikeInterchange 13A, Newark Liberty International Airport, the Marine Terminal Complex and major warehouse/distribution facilities, industrial parks andretail/commercial centers.

06326 **Local Concept Development Support**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	O1		2040	No

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

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

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S6		2040	No

Initiated by the Bureau of ITS Engineering, this project is a breakout from Route 46, I-80 to I-80/280, ITS Improvements study (DB# 06366). This project will provide operational and safety improvements within the project limits.

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

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S6		2030	No

This project will address alternatives to improve congestion and safety within the project limits. The primary purpose of this project is to relieve congestion and improve the safety and traffic operations on Route 46 EB and Route 53.

06402 **Safe Streets to Transit Program**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S6		2040	No

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

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

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S19, NR3		2026	No

Initiated from the Bridge Management System, this project will replace the bridge, built in 1931. Approach roadway work and improvement of the Belle Avenue intersection will be included. The following federal appropriation was repurposed to this project: DEMO ID# NJ 191

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

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	NA			2040	No

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.

08381 **Bridge Replacement, Future Projects**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S19		2040	No

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

08387 **Local Bridges, Future Needs**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S19		2040	No

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

08415 **Airport Improvement Program**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	NA			2040	No

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

09316 **Culvert Replacement Program**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S4		2040	No

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.

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

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S19		2030	No

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

09324 **Kapkowski Road, North Avenue and Trumbull Street**
Mile Posts: 58.66

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
J - Congressionally Dir	Yes	O10a			No

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

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S19		2026	No

This project will replace the structurally deficient bridge, built in 1920 and modified in 1953. Pedestrian facilities on the bridge, and at the adjacent Route 31/Wall Street intersection, will be upgraded to meet current standards and ADA compliance. In addition, improvements to the traffic signal, the substandard Southbound shoulder, and guiderail will be provided.

09388 **Highway Safety Improvement Program Planning**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S6		2040	No

This item consists of three programs- Safety Management System (SMS) safety work program, Rail-Highway safety work program and any local safety plans or planning assistance needs. SMS, through guidance of the HSIP (23 CFR 924), identifies, prioritizes and implements safety programs and projects associated with the Safety Improvement Programs in an effort to reduce crashes and crash severity on New Jersey's roadways. The SMS work programs fulfills the staffing needs for the above identified function. The SMS work program also includes funding for Safety Resource center; the development, update, and implementation of the Strategic Highway Safety Plan (SHSP); Highway Safety Improvement Program (on-call) and any staff augmentation contracts. 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. Local safety plans and planning assistance will provide the MPOs with resources to develop plans and safety applications for their sub-regions, if needed.

09545 **Route 80, WB Rockfall Mitigation, Hardwick Township**
Mile Posts: 1.04-1.45

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S2		2030	No

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.

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

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	O1		2040	No

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

10347 **Local Aid Consultant Services**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	NA			2040	No

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.

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

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S4, S19		2030	No

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

10392 **Western Boulevard Extension**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
J - Congressionally Dir	Yes	O10a			No

The following special Federal appropriation was allocated to this project. FY 2001/Section 378/45A $149,670. Funding is provided to complete a bypass to Rt. 9 to relieve congestion for through traffic.

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

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S4, S10, S19		2040	No

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. The following federal appropriations were repurposed to this project: DEMO ID# NJ 238 & 259.

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

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S19		2030	No

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.

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

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S4, S10		2040	No

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.

11344 **ADA Curb Ramp Implementation**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	AQ2		2040	No

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.

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

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S4		2026	No

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

11383 **Transportation Management Associations**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	AQ1		2040	No

This program will provide annual funding to the following Transportation Management Associations (TMAs): Cross County Connection, EZ Ride, goHunterdon, Greater Mercer TMA, Hudson TMA, Keep Middlesex Moving, RideWise, and TransOptions.

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

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S2		2040	No

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

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

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S4, S10		2030	No

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. The following federal appropriation was repurposed to this project: DEMO ID# NJ 161.

11415A **Route 80, Riverview Dr (CR640) to Taft Ave, Contract 1**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S4, S10		2030	No

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.
The purpose of this project is to improve safety and operation of I-80 Westbound within the project limits. The need for this project is due to the high crash rate, traffic congestion, substandard design elements, and structural deficiencies. Several bridge decks, superstructures, and complete bridges need to be replaced due to their poor condition ratings, scour critical nature, historical analysis, and life cycle cost analysis.
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

11415B **Route 80, Riverview Ave to Polifly Road (CR 55), Contract 2**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S19		2030	No

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.
The purpose of this project is to improve safety and operation of I-80 Westbound within the project limits. The need for this project is due to the high crash rate, traffic congestion, substandard design elements, and structural deficiencies. Several bridge decks, superstructures, and complete bridges need to be replaced due to their poor condition ratings, scour critical nature, historical analysis, and life cycle cost analysis.
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

11415C **Route 80, Lakeview Avenue (CR 624) to Garden State Parkway, Contract 3**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S4, S10, NR3		2030	No

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.
The purpose of this project is to improve safety and operation of I-80 Westbound within the project limits. The need for this project is due to the high crash rate, traffic congestion, substandard design elements, and structural deficiencies. Several bridge decks, superstructures, and complete bridges need to be replaced due to their poor condition ratings, scour critical nature, historical analysis, and life cycle cost analysis.
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

11415D **Route 80, Taft Ave to 21st Ave, Contract 4**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S10, S19		2040	No

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.
The purpose of this project is to improve safety and operation of I-80 Westbound within the project limits. The need for this project is due to the high crash rate, traffic congestion, substandard design elements, and structural deficiencies. Several bridge decks, superstructures, and complete bridges need to be replaced due to their poor condition ratings, scour critical nature, historical analysis, and life cycle cost analysis.
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

11415E **Route 80, Garden State Parkway to Riverview Ave, Contract 5**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S10, S19		2040	No

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.
The purpose of this project is to improve safety and operation of I-80 Westbound within the project limits. The need for this project is due to the high crash rate, traffic congestion, substandard design elements, and structural deficiencies. Several bridge decks, superstructures, and complete bridges need to be replaced due to their poor condition ratings, scour critical nature, historical analysis, and life cycle cost analysis.
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

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

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S4, S10		2026	No

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

12303 **Route 10, EB widening from Route 202 to Route 53**
Mile Posts: 10.27-10.6

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	O10a			No

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.

12332 **Route 202, Old York Road (CR 637) Intersection Improvements**
Mile Posts: 19.9 - 20.80

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S7		2040	No

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

12358 **Route 1, over Forrestal Road**
Mile Posts: 12.93

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S19		2040	No

Initiated from the Bridge Management System, this project will replace the structurally deficient bridge, built in 1932.

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

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S19		2030	No

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

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

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S19		2040	No

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.

13304 **Intelligent Transportation System Resource Center**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	NA			2040	No

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

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

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	NA			2040	No

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

13306 **Mobility and Systems Engineering Program**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	NA			2040	No

This combined program seeks to improve mobility inclusive of but not limited to Intelligent Transportation Systems (ITS), monitoring Work zone Mobility and Advanced Traveler Information System (ATIS) programs. A combined program will allow for improved, cohesive and sustainable planning, design, procurement and deployment of operations' strategies such as ITS technologies and ATIS. Federal mandates such as: (a) following and maintaining ITS Architecture, (b) preparing TMPs for major construction projects, (c) motorist's information sharing (511), (d) "Every Day Counts" initiatives, (e) hard shoulder use, (f) performance measures and, (g) maintenance/upgrade/enhancement of existing ITS infrastructure and hardware are covered under this program. This program also includes review and development of new technology such as Connected Vehicle 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.

13307 **Salt Storage Facilities - Statewide**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	NA			2040	No

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

13308 **Statewide Traffic Operations and Support Program**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	NA			2040	No

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.

13318 **Route 28, Rt 287 to CR 525 (Thompson Avenue)**
Mile Posts: 6.73 - 6.86

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	NR1		2026	No

The project will provide improvements to the cross-section of the roadway in order to increase safety and reduce crashes along Route 28 (from East of I-287 to the Thompson Street intersection). Route 28 is four lane roadway with narrow lanes, and no shoulders or median.

13323 **Bridge Preventive Maintenance**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S19		2040	No

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.

14300 **Title VI and Nondiscrimination Supporting Activities**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	NA			2040	No

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.

14324 **Route 166, Bridges over Branch of Toms River**
Mile Posts: 0.90-1.15

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S19		2030	No

Initiated by the Bridge Management System, this project will replace the structurally deficient bridges, built in 1928. Addressing scour critical issues, and sidewalk and ADA improvements are included. The following federal appropriations were repurposed to this project: DEMO ID# NJ 150, 184, & 075

14355 **Route 440, Route 95 to Kreil St**
Mile Posts: 0.05 - 4.0

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S10		2040	No

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

14359 **Route 287, Route 202 to Ramapo River**
Mile Posts: 47.1 - 58.4

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S10		2030	No

This project will repair the concrete pavement within the project limits.

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

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S19		2040	No

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

14415 **Route 202, Bridge over North Branch of Raritan River**
Mile Posts: 32.35-32.65

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S19		2026	No

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

14416 **Hamilton Road, Bridge over Conrail RR**
Mile Posts: 0.97

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S19		2040	No

Initiated by the Bridge Management System, this project will replace the orphan bridge, built in 1918. Pavement work will be included to mill and resurface the immediate approaches, and to tie in with the new bridge's approach slabs. Minor widening will be required to transition from the existing roadway cross-section to the new bridge's cross-section. The existing height will be increased, in order to clear the CSXT railroad right-of-way, and will meet NJDOT minimum vertical under clearance. A sidewalk will be provided on the North side of the bridge.

14417 **CR 531 (Park Avenue), Bridge over Lehigh Valley Main Line**
Mile Posts: 5.04 - 5.10

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S19		2030	No

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

14424 **Route 9W, Bridge over Route 95, 1& 9, 46, and 4**
Mile Posts: 0.05

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S19		2040	No

Initiated by the Bridge Management System, this project will replace the structurally deficient bridge, built in 1930 and modified in 1964.

14425 **Route 22, Bridge over NJT Raritan Valley Line**
Mile Posts: 19.94-20.26

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S19		2040	No

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

15303 **Route 1, NB Bridge over Raritan River**
Mile Posts: 27.49 - 28.41

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S19		2026	No

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

15322 **Delaware & Raritan Canal Bridges**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S19		2040	No

Initiated by the Bridge Management System, this program provides funding for improvements to structures along the Delaware and Raritan (D&R) Canal. Locations include, but are not limited to: Carnegie Road, Bridge over D&R Feeder Canal; County Route (CR) 571 (Washington Road), Bridge over D&R Canal; Landing Lane (CR 609), Bridge over D&R Canal, Route 206, Bridge over D&R Feeder Canal; Hermitage Avenue, Bridge over D&R Feeder Canal; River Drive, Bridge over D&R Feeder Canal; Bridge over D&R Canal at Lock No. 3; Coryell Street, Bridge over D&R Feeder Canal; CR 533 (Quaker Road), Bridge over D&R Canal; Manville Causeway (CR 623), Bridge over D&R Canal; Griggstown Causeway (CR 632), Bridge over D&R Canal; CR 527 (Main Street), Bridge over D&R Canal; and Chapel Drive at CR 623, Bridge over D&R Canal. The following federal appropriation was repurposed to this project: DEMO ID# NJ 289.

15343 **Intelligent Traffic Signal Systems**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	NR2		2040	No

This program will seek to improve mobility on New Jersey's arterial highways. By dynamically managing NJ's arterials from NJDOT's Arterial Management Center, this program supports NJDOT's Vision to employ technologies to adapt to changing conditions and environments. Existing traffic signals will be strategically, systematically, and programmatically upgraded from stand-alone signals to highly sophisticated, coordinated, adaptive traffic signals. These projects will consist of installing new controllers, intelligent software and algorithms, robust detection, communication, connected vehicle technology, and safety countermeasures at signalized intersections. These projects will aim to reduce congestion, improve air quality, and reduce carbon emissions. This program includes technical and engineering support to maintain and operate NJDOT's intelligent traffic signal systems and the communication infrastructure that supports those systems. This program also includes annual training for the various traffic signal related software and procedures that are utilized by NJDOT staff.

15380 **Route 79, Route 9 to Route 34 (Middlesex Street)**
Mile Posts: 0.0-12.13

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S10		2040	No

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

15384 **Route 36, Clifton Ave/James St to Mountainview Ave**
Mile Posts: 5.7-9.4

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S10		2026	No

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

15389 **Route 35, Osborne Avenue to Manasquan River & Old Bridge Road to Route 34 & Route 70**
Mile Posts: 12.48-14.52

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S10		2030	No

Initiated from the Pavement Management System, this project will reconstruct the pavement and address drainage issues within the project limits. ADA improvements will be included.

15391 **Route 94, Pleasant Valley Drive to Maple Grange Road**
Mile Posts: 38.0-43.0

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S10		2026	No

Initiated from the Pavement Management System, this project will reconstruct pavement within the project limits. The following federal appropriation was repurposed to this project: DEMO ID# NJ 099.

15392 **Route 35, Route 9 to Colonia Boulevard**
Mile Posts: 50.6-58.07

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S10		2030	No

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

15401 **Route 138, Garden State Parkway to Route 35**
Mile Posts: 0.37-3.52

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S10		2040	No

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

15418 **ADA Central, Contract 2**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	AQ2		2026	No

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

15425 **Route 27 SB Section Z (Chilton Avenue), Bridge over Conrail**
Mile Posts: 33.80

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S19		2040	No

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

15430 **Route 3 EB, Bridge over Hackensack River & Meadowlands Parkway**
Mile Posts: 8.5

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S19		2040	No

Initiated from the Bridge Management System, this project will replace the structurally deficient and functionally obsolete bridge, built in 1934 and modified in 1963.

15439 **Route 10, Chelsea Drive to Kelly Drive**
Mile Posts: 21.42-21.87

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	AQ2		2030	No

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

15441 **Route 15 Corridor, Rockfall Mitigation, Contract B**
Mile Posts: 3.6-19.10

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S2		2040	No

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.

15443 **Route 29, Rockfall Mitigation, West Amwell & Lambertville**
Mile Posts: 17.0-18.25

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S2		2040	No

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.

15449 **Route 71, Bridge over NJ Transit (NJCL)**
Mile Posts: 11.59

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S19		2030	No

Initiated from the Bridge Management System, this project will replace the structurally deficient bridge, built in 1937. The following federal appropriation was repurposed to this project: DEMO ID# NJ 070.

16303 **Route 27 NB (Cherry Street), Bridge over Conrail**
Mile Posts: 34.00

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S19		2030	No

Initiated by the Bridge Management System, this project will reconstruct the structurally deficient and functionally obsolete bridge, built in 1921.

16307 **Paterson Plank Road (CR 681), Bridge over Route 3 at MP 10.04**
Mile Posts: 4.33-4.33

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S19		2030	No

Initiated by the Bridge Management System, this project will reconstruct the structurally deficient and functionally obsolete bridge. The following federal appropriation was repurposed to this project: DEMO ID# NJ 122.

16312 **School House Road, Bridge over Route 35**
Mile Posts: 15.48

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S19		2030	No

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

16316 **Route 71, Bridge over Shark River**
Mile Posts: 5.89

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S19		2040	No

This project will replace the moveable bridge, built in 1932 and modified in 1991.

16318 **Route 46, Pequannock Street to CR 513 (West Main Street)**
Mile Posts: 38.26-39.85

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	AQ2, NR2		2030	No

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

16324 **Route 23 Rockfall Mitigation, West Milford Township**
Mile Posts: 17.0-22.0

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S2		2040	No

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

16325 **Route 23 and Route 94 Rockfall Mitigation, Hardyston Township**
Mile Posts: Rt 23: 36.0-36.2; Rt 92: 34.5-34.6

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S2		2026	No

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

16326 **Route 206 Rockfall Mitigation, Andover Township**
Mile Posts: 105.5-108.0

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S2		2040	No

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

16337 **Route 206, Bridge over Dry Brook**
Mile Posts: 116.31

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S19		2040	No

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

16338 **Route 173, Bridge over Mulhockaway Creek**
Mile Posts: 8.98

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S19		2030	No

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

16339 **Route 130, Bridge over Millstone River**
Mile Posts: 70.04

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S19		2030	No

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

16341 **Route 78, Bridge over Beaver Brook**
Mile Posts: 18.3

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S19		2030	No

Initiated by the Bridge Management System, this project will rehabilitate the culvert, originally built in 1941.

16343 **Route 63, Bridge over Fairview Avenue**
Mile Posts: 0.26

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S19		2030	No

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

16344 **Route 57, Bridge over Mill Brook**
Mile Posts: 6.43

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S19		2030	No

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

16345 **Route 57, Bridge over Branch Lopatcong Creek**
Mile Posts: 1.91

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S19		2030	No

Initiated by the Bridge Management System, this project will replace the structurally deficient and functionally obsolete bridge, built in 1921.

16349 **Route 36, Bridge over Troutman's Creek**
Mile Posts: 5.36

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S19		2026	No

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

16351 **Route 29, Bridge over Copper Creek**
Mile Posts: 33.19

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S19		2040	No

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

16352 **Route 18 NB, Bridge over Conrail**
Mile Posts: 37.46

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S19		2026	No

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

16362 **Route 173, CR 513 (Pittstown Rd) to Beaver Avenue (CR 626)**
Mile Posts: 12.98-14.62

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	AQ2		2040	No

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

17330 **Route 34, Bridge over Big Brook**
Mile Posts: 15.9-16.1

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S19		2030	No

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

17333 **Route 202/206, Bridge over Branch of Peters Brook**
Mile Posts: 27.3-27.7

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S19		2030	No

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

17335 **Route 206, Bridge over Branch of Pequest River**
Mile Posts: 102.8-103.1

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S19		2040	No

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

17336 **Route 179, Bridge over Back Brook (Ringoes Creek)**
Mile Posts: 6.12-6.21

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S19		2030	No

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

17339 **Kapkowski Road - North Avenue East Improvement Project**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	NR2		2030	No

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.

17341 **Bridge Inspection Program, Minor Bridges**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S6, S19		2040	No

This program provides funding for regular inspections of state-owned, county-owned and locally-owned highway minor bridges (culverts) of less than 20 feet in length. New federally funded bridge inspection program. Replaces 99322 & 99322A.

17353 **Storm Water Asset Management**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S4		2040	No

This program maintains NJDOT compliance with USEPA water quality objectives and NJDEP storm water management regulations. It also ensures the state's infrastructure system is resilient under moderate to severe storm events. The Storm Water Asset Management plan evaluates and prioritizes needed repairs to storm water features, maintaining the integrity of the storm water system. The plan helps to minimize potential roadway flooding, and provides pollution prevention and abatement activities, which address stormwater management and control related to highway construction and/or due to highway runoff. The plan will identify all storm water features/assets owned or operated by NJDOT, assess conditions of the assets, develop plans for needed repairs to preserve the integrity of the assets, prioritize and conduct required repairs, and perform inspections to ensure repairs are completed in accordance with approved plans.

17356 **Pedestrian Bridge over Route 440**
Mile Posts: 21.2-21.3

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	O10a, AQ2		2030	No

The Pedestrian Bridge over Route 440 is a proposed structure to connect pedestrians and bicyclists between the recently developed Peninsula at Bayonne Harbor (PABH) on the east side of Route 440 and the 34th Street Hudson Bergen Light Rail (HBLR) station on the west side of Route 440. The site of the proposed bridge is located in the vicinity of the intersection of Goldsborough Drive and Route 440 in Bayonne, NJ.
The project will include traffic studies, investigations into intersection improvements, Americans with Disabilities Act (ADA) compliance, public involvement, utility relocations, modifications to the existing NJ Transit pedestrian structure, and construction of a new pedestrian bridge over Route 440. The west end of the bridge will connect directly to the existing NJ Transit pedestrian structure and the east end will touch down in the grass area between Route 440 and the CVS parking lot. The structure will be ADA compliant and accessible by either a ramp or elevator system. Proposed sidewalks will connect to existing sidewalks on the south side of Goldsborough Drive and at Port Terminal Boulevard.
The following federal appropriation was allocated to this project: DEMO ID# NJ 272.

17357 **Bridge Maintenance Fender Replacement**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S19		2040	No

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

17358 **Bridge Maintenance Scour Countermeasures**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S19		2040	No

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

17360 **Emergency Management and Transportation Security Support**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	NA			2040	No

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

17390 **Local Freight Impact Fund**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	NA			2040	No

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.

17403 **Route 37 On Ramp to Route 35, Missing Move**
Mile Posts: 13.13

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	NR3		2040	No

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

17414 **Hendricks Causeway (CR 124 I), Bridge over Northern Running Track**
Mile Posts: 0.05 - 0.08

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S19		2040	No

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

17420 **Route 35, Route 66 to White Street/ Obre Place**
Mile Posts: 25 - 32.1

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S4, S9		2030	No

This project will address sub-standard guide rail along Rt. 35 between Route 66 to White Street/Obre Place. The project will upgrade the guide rail to current standards.

17424 **Bordentown Avenue (CR 615), Burlew Place/Kenneth Avenue and Eugene Boulevard Intersections**
Mile Posts: 22.31 - 22.5

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	NR2		2040	No

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

17425 **Piaget Avenue , Bridge over Passaic-NY Branch**
Mile Posts: 0.47 - 0.50

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S19		2040	No

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

18307 **Baldwin Avenue, Bridge over Passaic and Harsimus Branch**
Mile Posts: 0.82

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S19		2030	No

Initiated by the Bridge Management System, this project will replace the bridge, built in 1928.

18321 **Route 9 North, Ramp to Garden State Parkway North**
Mile Posts: 129.3-130

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	NR3		2030	No

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

18345 **Union Hill Road, Bridge over Route 9**
Mile Posts: 1.55

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S19		2040	No

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

18351 **Route 35 NB, Bridge over Route 36 NB & GSP Ramp G**
Mile Posts: 43.16-43.16

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S19		2040	No

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

18363 **Route 159, Bridge over Branch of Passaic River**
Mile Posts: 0.25

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S19		2040	No

Bridge Deck / Superstructure Replacement Program

18369 **Route 9, Salem Hill Road to Texas Road (CR 690) Intersections**
Mile Posts: 105.78-121.74

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	NR2		2040	No

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

18601 **Route 78, Route 22 to Drift Road/Dale Road**
Mile Posts: 3.90 - 41.87

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	NR2		2026	No

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

19303 **Route 67, Route 5 (Central Blvd) to Route 9W**
Mile Posts: 0.00 - 1.86

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S10		2026	No

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

19306 **Route 28 (Main Street), Bridge Street to Grove Street**
Mile Posts: 3.35-3.44

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	AQ2		2030	No

This project will address operational and safety concerns along Route 28 in the vicinity of the Somerset County Court House Complex. As a transit village, the Borough of Somerville has adopted an aggressive redevelopment program in and around the NJ Transit Station area, which will increase pedestrian and bicycle use in the project area. The purpose of the proposed project is to improve the mobility and safety for all users along Route 28 between Bridge Street and Grove Street.

19315 **Aeronautics and UAS Program**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	NA			2040	No

This program provides funding for programs delivered under the Bureau of Aeronautics. The programs supported include the State Airport System Plan (SASP); the Public Use Airport Task Force ; the Aeronautical Facilities Licensing Program; the Unmanned Aircraft Systems (UAS) Program for various inspections and programs; the Airport Management Program for the two NJDOT owned airports - Greenwood Lake Airport and South Jersey Regional Airport; the Air Safety and Zoning Program; and Airport Safety and Inspection.

19332 **Vegetation Safety Management Program**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S6		2040	No

This program uses Highway Safety Improvement Program (HSIP) funding to address Fixed Object crashes along New Jersey's roadways. This program includes, but is not limited to, guiderail and other safety countermeasures that can be installed by maintenance.

19352 **Route 206, Bridge over Big Flat Brook**
Mile Posts: 122.61-122.61

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S19		2040	No

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

19370 **Safety Programs**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S6		2040	No

This program uses Highway Safety Improvement Program (HSIP) funding to support eligible Safety Improvement Projects and Pedestrian Safety Improvement Projects, including engineering, ROW and Construction activities intended to reduce fatalities and serious injuries on New Jersey roadways using both hotspot and systemic projects. Examples of some of these improvements are: safety improvements to install safety countermeasures such as utility pole mitigation, roundabouts, road diets, and other FHWA Proven Safety Countermeasures, including innovative technology – in order to reduce crashes and crash severities on New Jersey's state roads. The state funding is intended for low cost safety improvement projects using in-house design and construction.

19600 **Smart and Connect Corridors Program**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S7		2040	No

This program will provide funding for projects involving the deployment of communication devices and equipment at selected sections of corridors along the roadside and in vehicles enabling automatic transmission of safety messages, enabling the connectivity of vehicles to infrastructure and potential communication between vehicles.

19604 **Route 33, Bridge over Manalapan Brook**
Mile Posts: 23.59 - 23.59

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S19		2040	No

Initiated from the Bridge Management System, this project will replace the structurally deficient bridge built in 1927 and modified in 1966.

20602 **Route 195, Route 295 to Route 9**
Mile Posts: 0.00 - 25.90

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S6		2030	No

This project will provide for the Mobility Engineering has identified the need for the deployment of ATDM (Active Transportation and Demand Management) strategies statewide. The improvement is needed to reduce congestion and crash rate on interstate I-195.Safety improvements are needed on Route 195, Route 295 to Route 9. Department Management System score for SMS is low for the segment but parts of some segment rank on "2014-2016 Fixed Object Divided/Undivided Segment List" which indicate that there is a need due to issues such as high congestion and crash rate on this corridor, the deployments of Active Transportation & Demand Management (ATOM) strategies such as Dynamic Lane Assignment (DLA) - to dynamically close and open individual travel lanes as required and to also provide advance warning of the closures, Dynamic Shoulder Lanes(DShL) or otherwise known as hard shoulder running (HSR) - allowing drivers to use the shoulder as a travel lane(s) based on congestion levels during peak periods and in response to incidents or other conditions and also. Dynamic Speed Limits (DSpL) , which adjusts the speed limits or advisory displays based on real time traffic, roadway and weather conditions will meet these needs.

22319 **Sign Structure Replacement Contract 2021-2**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	O7		2030	No

Existing aluminum overhead sign structures at various locations have been identified as being prone to fatigue, will be removed and replaced with new sign structures.

22352 **Carbon Reduction Program**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S7		2040	No

Established pursuant to Section 11403 of the Infrastructure Investment and Jobs Act (IIJA). Eligibility includes establishment or operation of traffic monitoring, management, and control facilities or programs, advanced truck stop electrification systems, advanced transportation and congestion management technologies, development of infrastructure-based intelligent transportation systems capital improvements, installation of vehicle to infrastructure communications equipment, replacement of street lighting and traffic control devices, development of a carbon reduction strategy, and retrofitting of Dedicated Short Range Communication (DSRC) technology.

22353 **PROTECT**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S6		2040	No

Establishes a program for Promoting, Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT). Activities encompass planning, resilience improvements, community resilience and evacuation routes, and at-risk coastal infrastructure.

22355 **CMAQ Initiatives, Statewide**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	O10c		2040	No

The Congestion Mitigation and Air Quality Improvement Program (CMAQ) is to provide a flexible funding source for transportation projects and programs to help meet the requirements of the Clean Air Act. Funding is available to reduce congestion and improve air quality for areas that do not meet the National Ambient Air Quality Standards for ozone, carbon monoxide, or particulate matter (nonattainment areas) and the former nonattainment areas that are now in compliance (maintenance areas).

22360 **Route 80 EB, Retaining Wall replacement, Hardwick and Knowlton Townships**
Mile Posts: 1.2-1.5

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S2		2026	No

Route 80 EB, Retaining Wall replacement, Hardwick and Knowlton The overall purpose of this project is to address the subject wall's poor structural condition and meet current serviceability requirements by addressing the wall's minimal reinforcement. This is a high priority project, given the pressing structural needs associated with the wall, for which three phases of engineering services are proposed that would be administered by CPM.

22379 **Route 1T, Pulaski Skyway to Service Road For Park**
Mile Posts: 0.00-2.30

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S10		2030	No

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

23308 **Route 10, Crestmont Road to Prospect Avenue (CR 577)**
Mile Posts: 21.76-23.51

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S10		2030	No

This project has been identified as having a high benefit/cost ratio making it an ideal candidate for pavement resurfacing.

23313 **Specified Safety Program**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	AQ2		2040	No

The specified safety program, eligible for HSIP funding with Bipartisan Infrastructure Law, will address public safety campaigns, facilities enforcement of traffic safety laws, infrastructure-related equipment to support emergency services, and/or to support safe routes to school non-infrastructure-related activities

23314 **ITS Safety Program**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S7		2040	No

This program uses Highway Safety Improvement Program (HSIP) funding for designing and constructing a functional ITS system addressing safety on arterials, highways and vehicles, which will establish connectivity between the infrastructure users to enable exchange of information for the purpose of safety mitigation and improvement. The program will deploy systems such as, but not limited to, wrong way driving detection and alert systems (WWDD&AS), truck safety warning systems (TSWS), pedestrian passive and dynamic detection systems (PPDDS) and development of other applications to improve safety for all roadway users using ITS as a tool, providing safety mitigation along NJ's roadways.

23315 **Tunnel Inspection, NTIS**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	NA			2040	No

This program will provide funding for the inspection of highway-carrying tunnels to ensure the safety of the motoring public.

23371 **Route 22, Andrew Street to Wilson Avenue**
Mile Posts: 42.00 - 44.00

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S10		2030	No

This project has been identified as having a high benefit/cost ratio making it an ideal candidate for pavement resurfacing.

23378 **Route 5, Route 1&9 (North Broad Avenue) to CR 505 (River Road)**
Mile Posts: 0.00 - 3.18

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S10		2030	No

This project has been identified as having a high benefit/cost ratio making it an ideal candidate for pavement resurfacing.

23386 **Route 10, Route 46 to Hillside Avenue (CR 619)**
Mile Posts: 0.41 - 0.93;0.1 -0.93

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S10		2030	No

This project has been identified as having a high benefit/cost ratio making it an ideal candidate for pavement resurfacing.

23387 **Route 23, Alexander Avenue to Highland Avenue**
Mile Posts: 10.23 - 13.00

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S10		2030	No

This project has been identified as having a high benefit/cost ratio making it an ideal candidate for pavement resurfacing.

23389 **Route 46, Rockhill Road to Money Street**
Mile Posts: 60.6 - 66.58(W); 60.6 -60.66 & 61.88 -66.58 (E)

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S10		2040	No

This project has been identified as having a high benefit/cost ratio making it an ideal candidate for pavement resurfacing.

23390 **Route 122, Lock Street to Route 22**
Mile Posts: 0.79 - 2.42

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S10		2030	No

This project has been identified as having a high benefit/cost ratio making it an ideal candidate for pavement resurfacing.

23394 **Route 27, Neilson Street to Bridge Street**
Mile Posts: 16.5 - 20.9

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S10		2040	No

This project has been identified as having a high benefit/cost ratio making it an ideal candidate for pavement resurfacing.

23395 **Route 29, Old River Road to Alexauken Creek Road**
Mile Posts: 18.10 -19.80

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S10		2030	No

This project has been identified as having a high benefit/cost ratio making it an ideal candidate for pavement resurfacing.

23396 **Route 23, CR 515 (Stockholm Vernon Road) to Laceytown Road**
Mile Posts: 27.15 - 30.60

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S10		2030	No

This project has been identified as having a high benefit/cost ratio making it an ideal candidate for pavement resurfacing.

23398 **Route 1T, Sip Avenue to Route 1/9**
Mile Posts: 3.26 - 4.13

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S10		2030	No

This project has been identified as having a high benefit/cost ratio making it an ideal candidate for pavement resurfacing.

23404 **Route 280, Route 80 to Route 95**
Mile Posts: 0.00 - 17.85

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	O7		2030	No

Safety improvements are needed such as Wrong Way Warning Signs are needed such as Wrong Way Warning Sign on Route 80 Route 80, Landing Road (CR631) to Riverview Drive (CR639).

24337 **Parker Road (WB), Bridge over Route 15 (NB)**
Mile Posts: 2.68

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S19		2040	No

Initiated from the Bridge Management System, this project will replace the structurally deficient bridge built in 1943.

24338 **Thomas Street, Bridge Over High Bridge Branch(Abandoned)**
Mile Posts: 0.00

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S19		2040	No

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

24342 **Cutters Dock Road, Bridge Over North Jersey Coast Line**
Mile Posts: 0.20

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S19		2030	No

Initiated from the Bridge Management System, this project will replace the structurally deficient bridge built in 1927 and modified in 1965.

24373 **Bay Avenue, Bridge over Mill Creek**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S19		2040	No

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

9324 **Kapkowski Road, North Avenue and Trumbull Street**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	O10a			No

94019 **Route 82, Rahway River Bridge**
Mile Posts: 0.38

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S19		2026	No

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.

97008 **High-Mast Light Poles**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S18		2040	No

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

98315 **Bridge Emergency Repair**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S19		2040	No

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

98316 **Bridge Scour Countermeasures**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S19		2040	No

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

99316 **Oak Tree Road Bridge, CR 604**
Mile Posts: 0.32-0.53

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S19		2026	No

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

99327A **Resurfacing, Federal**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S10		2040	No

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 guiderail end treatment upgrades.

99358 **Safe Routes to School Program**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	AQ2		2040	No

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

99358B **Safe Routes to School program, non-infrastructure**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	AQ2		2040	No

This program provides funding for locally initiated pedestrian access and safety projects to provide safe access to schools; specifically for local non-infrastructure activities such as pedestrian safety assemblies, bicycle rodeos, Walk and Bike to School events, and School Travel Plans to support local grant applications for SRTS infrastructure projects.

99372 **Orphan Bridge Reconstruction**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S19		2040	No

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.

99405 **Camp Meeting Avenue Bridge over Trenton Line, CR 602**
Mile Posts: 0.5-0.56

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S19		2030	No

Initiated by the Bridge Management System, this project will replace the "orphan" structure, which is in critical condition, built in 1889 and modified in 1914. The replacement of this structure will be designed so as not to preclude improvements needed to reintroduce passenger service to the West Trenton Line, as well as increasing the height of the bridge to allow the current tracks to be raised to address ongoing railroad operational issues, as identified in the NJTPA Grade Crossing Assessment Study. The current bridge provides a single lane of traffic, has steep grades on the approaches and has substandard vertical sight distance. The new bridge will be wider to accommodate two traffic lanes, and the grade and vertical sight distance will also be improved.

99409 **Recreational Trails Program**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	AQ2		2040	No

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, Green Acres Program. 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.

99500 **Improvements to Intersections in J.J. Braddock Park, North Bergen**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	NR1			No

Roundabout Improvements to Intersections in J.J. Braddock Park from JFK Blvd. East to Bergenline Avenue, North Bergen (carry over project from prior year)

DB26007 **Milford - Montague TB Rehabilitation**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
DRJTBC	Yes	S19		2040	No

This project will consist of painting and misc. repairs to the M-M Toll Bridge.

DB26008 **Centre Bridge Stockton Toll Supported Bridge Rehabilitation**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
DRJTBC	Yes	S19		2030	No

This project is for the rehabilitation of the bridge including replacement of lower truss chord members, concrete substructure repairs and repainting. This project will also include esthetic lighting and electrical work.

DB26009 **Upper Black Eddy - Milford TSB Rehabilitation**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
DRJTBC	Yes	S19		2040	No

This project will consist of rehabilitation of the Upper Black Eddy - Milford Toll-Supported Bridge. This rehabilitation will add architectural lighting.

DB26010 **Riegelsville TSB Rehabilitation**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
DRJTBC	Yes	S19		2040	No

This project will consist of rehabilitation of the Riegelsville Toll-Supported Bridge. The Bridge was last rehabilitated in 2010. This project includes Architectural Lighting.

DB26011 **Riverton - Belvidere Toll-Supported Bridge Rehabilitation**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
DRJTBC	Yes	S19		2040	No

This project will consist of cleaning, Painting and repainting the bridge. The work will also include esthetic lighting and electrical renovations.

DB26012 **Uhlerstown - Frenchtown TSB Rehabilitation**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
DRJTBC	Yes	S7, NR1		2026	No

This project will consist of rehabilitation of the floor system at the Uhlerstown-Frenchtown Toll Supported Bridge as well as to rehabilitate the bridge to preclude major repairs for a minimum of 15 years. The work will include: repairs to the grid deck and structural steel floor system; replacement of the bridge tri-rail, removal of existing paint and repainting of the trusses; repairs to the truss bearings and abutment backwalls; substructure repairs; new bridge lighting; and replacement of the approach roadways at both ends of the bridge.

GP2402 **Hudson Tunnel Project**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	O9		2040	No

The Gateway Development Commission (GDC) in partnership with the States of New York and New Jersey, and the National Railroad Passenger Corporation (Amtrak), proposes the construction of the Hudson Tunnel Project (HTP). The project consists of three elements: (1) construction of a new, two track Hudson River Tunnel parallel to the south side of the Northeast Corridor between the Bergen Palisades in New Jersey, terminating west of Penn Station New York in Manhattan; (2) construction of Hudson Yards Concrete Casing (HYCC) Section 3 Emergency Services Building (ESB) Utility Relocation Early Work, a third and final rail right-of-way preservation project in Manhattan, New York; and (3) the rehabilitation of the North River Tunnel which opened in 1910 and sustained damage during Superstorm Sandy. The project is part of the Northeast Corridor Gateway Program, a series of strategic rail infrastructure investments designed to improve current service and create new capacity.

HP01001 **Route 71, Wyckoff Road, CR 547**
Mile Posts: 15.62 - 15.84

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
J - Congressionally Dir	Yes	AQ2, NR1. NR2			No

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.

N063 **NJTPA, Future Projects**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
2026 NJTPA Local Proje	Yes	S3		2040	No

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

N1601 **Kingsland Avenue Bridge over the Passaic River**
Mile Posts: 0.22 - 0.36; 0.92 - 1.01

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S19		2030	No

The Kingsland Avenue (Avondale and De Jessa Memorial) Bridge over the Passaic River was constructed in 1905 and rehabilitated in 1986. The existing fracture critical structure is a two-span thru truss with a rim-bearing swing span with two steel pony truss approach spans supported on an ashlar stone substructure with a concrete cap. The bridge is 364 feet long and 30 feet wide between trusses (45'-8" out to out) and has a travel lane and sidewalk in each direction. The structure is classified as structurally deficient and functionally obsolete. The project will replace the existing movable bridge with a fixed bridge and upgrade the approach roadways to improve traffic operations and meet current design standards.

N1602 **CR 508 (Bridge Street), Bridge over Passaic River**
Mile Posts: 12.27

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S19		2030	No

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

N1603 **Manhattan Avenue Retaining Wall**
Mile Posts: 0.0-0.65

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S2		2040	No

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

N1604 **CR 510 (Columbia Turnpike), Bridge over Black Brook**
Mile Posts: 15.38

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S19		2030	No

The functionally obsolete single span with concrete encased and painted rolled multiple steel stringers supported on reinforced concrete substructures was built in 1929 and widened in 1960. Superstructure is rated as fair and Substructure is rated as satisfactory. This is a bridge replacement project.

N1605 **CR 508 (Central Avenue), Bridge over City Subway**
Mile Posts: 10.40

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S19		2030	No

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

N1606 **Sixth Avenue (CR 652), Bridge over Passaic River**
Mile Posts: 0.45

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S19		2040	No

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

N1607 **CR 512 (Valley Road), Bridge over Passaic River**
Mile Posts: 21.22

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S19		2040	No

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. This is a bridge replacement project.

N1801 **East Anderson Street Bridge (02C0023A) over the Hackensack River**
Mile Posts: 0.3-0.4

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S19		2040	No

The East Anderson Street/Cedar Lane Bridge over the Hackensack River was constructed in 1971. The existing fracture critical structure is a twin six-span, simply supported, prestressed concrete box beam bridge supported on top of steel pipe piles. The bridge is 304 feet long, 74 feet wide and has two 12’ travel lanes and a 5’ sidewalk in each direction and a 10’ wide medium supporting utilities. In 2012, due to structural deficiencies, a 15-ton weight limit was instituted and the outer lanes were closed to traffic. The structure is classified as structurally deficient. The project will replace the existing bridge and upgrade the approach roadways to meet current design standards.

N1802 **Meadowlands Parkway Bridge**
Mile Posts: 1.4-1.6

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S19		2040	No

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. This is a bridge replacement project.

N1803 **Corlies Avenue Bridge (O-12) over Deal Lake**
Mile Posts: 0.62-1.00

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S19		2040	No

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

N1804 **Martin Luther King Avenue Bridge (No. 1400-118) over the Whippany River**
Mile Posts: 0.13

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S19		2030	No

The Martin Luther King (MLK) Avenue Bridge spans over the Whippany River and is located between Flagler Street (M.P. 0.11) and Coal Avenue (M.P. 0.14) in the Town of Morristown. Originally constructed in 1900, and widened in 1928, the 66 foot long bridge has numerous structural and geometric deficiencies. The 121 years old stone arch bridge is significant because it is a secondary commuter route into and out of downtown Morristown with a high volume of pedestrian and vehicular traffic. The Bridge Re-Evaluation Survey Report (Cycle No. 18, dated 7/11/17) concluded that the MLK Avenue Bridge is classified as Structurally Deficient due to the poor condition of the superstructure. This is a bridge replacement project.

N1805 **Chadwick Beach Island Bridge (No. 1507-007) over Barnegat Bay**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S19		2030	No

The purpose of the Chadwick Island Bridge project is to restore the structural, geometric and operational integrity of the bridge in compliance with current design standards and to provide a safe, efficient and reliable crossing for all modes of transportation. The existing structurally deficient all timber bridge was originally constructed in the early 1950’s as part of the original development of the island community. In 1985 the bridge superstructure was replaced to prolong its service life. The current issues with the existing timber bridge include, moderate to severe deterioration /section loss of load bearing piles, deterioration of substructure cross bracing, deterioration and misalignment of timber deck boards and hardware and inadequate roadway width for vehicular traffic. This is a bridge replacement project.

N1807 **Picket Place, CR 567 Bridge (C0609) over South Branch of Raritan River**
Mile Posts: 1.40

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S19		2030	No

The existing bridge built in 1979 is a 4 span, simply supported prestressed concrete cast-in-place. Both Substructure is in poor condition due to large spalls with exposed rusted reinforced steel. Superstructure exhibits spalls at the ends of all restressed concrete beams. This is a bridge replacement project.

N1904 **Bayonne Commuter Ferry Pier and Dock Improvements in Hudson County**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes			2026	No

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

N2001 **East Main Street (CR 644), Bridge over Rockaway River**
Mile Posts: 0.800

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S19		2040	No

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

N2003 **Oradell Avenue Bridge over the Hackensack River**
Mile Posts: 0.10-0.20

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S19		2030	No

The Oradell Avenue Bridge over the Hackensack River was originally constructed in 1904 and rehabilitated in 1970 and 1995. The existing fracture critical structure is a single span, riveted steel through girder bridge founded on masonry abutments. The bridge is 92.5 feet long and 50.5 feet wide and has a travel lane and sidewalk in each direction. The structure is classified as structurally deficient and functionally obsolete. The project will replace the existing bridge and upgrade the approach roadways to meet current design standards.

N2006 **CR 516 (Old Bridge-Matawan Road, Bridge over Lake Lefferts**
Mile Posts: 6.26

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S19		2040	No

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

N2008 **Great Road (CR 601), Bridge over Bedens Brook (D0105)**
Mile Posts: 0.97

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S19		2040	No

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

N2102 **West County Dirve, Branchburg**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	O10a			No

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

N2309 **NJTPA Carbon Reduction Program**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	AQ2		2040	No

This program provides funds for projects in the NJTPA metropolitan region that support greenhouse gas emission reductions from the transportation system. Projects may include but are not limited to; planning, design, and construction of public transportation projects and improvements, community transportation and shared micro-mobility projects, transportation alternatives (including construction, planning and design of on and off-road trail facilities), the deployment of electric vehicles, and other activities that reduce carbon dioxide and other greenhouse gas emissions in the region.

N2406 **Route 539 Overpass (joint Kim/Smith)**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	nr4		2030	No

The Route 539 Interconnector is an overpass on County Route 539 (Ocean County) being built through the center of Joint Base McGuire-Dix-Lakehurst to separate civilian traffic from the movement of military vehicles at ground level on the existing military trail road known as Ridge Way. It will improve safety and reduce congestion on the current County Road 539. Currently $11M is earmarked for the project. It needs to be in the TIP in order to secure the necessary additional funds to advance and complete the project. The project has to be awarded by 9/30/2026. Anticipated construction will begin in Q1 or Q2 of 2027. Anticipated construction duration is 12-18 months. The estimated completion date would then be 2029. The scenario date for this project would be 2030.
The overpass will be two lanes, a continuation of the existing CR 539. The length of the overpass is approximately 55'.

NS0403 **County Route 537 Corridor, Section A, NJ Rt. 33 Business and Gravel Hill Road**
Mile Posts: 48.93 - 51.56

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
2026 NJTPA Local Proje	Yes	S6		2026	No

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.

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

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S19		2040	No

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

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

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S19		2040	No

The proposed project is to replace the structurally deficient and functionally obsolete bridge. Constructed in 1939, repaired and rehabilitated at various times, the bridge is in need of a major improvements. The Bridge Re-Evaluation and Structural Inventory and Appraisal concluded that the overall condition of the bridge is critical due to the condition of the superstructure and substructure. The condition of the superstructure is “serious” due to heavy rust throughout steel members with small corrosion holes in girder webs, section loss to floor beam bottom flanges, and areas of severe section loss to rivet heads at connections and bottom flanges. The substructure was found to be in “poor” condition due to wide cracking and deep spalls with exposed and severely rusted reinforcing steel (100% section loss to many bars) in the concrete columns, towers, and pier caps.

NS9802 **Openaki Road Bridge**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S19		2030	No

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.

NS9806 **Church Street Bridge, CR 579**
Mile Posts: 36.71

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
2026 NJTPA Local Proje	Yes	S19		2026	No

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.

PA2500 **12th Street Improvements, Holland Tunnel Access Project**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
PANYNJ	Yes	NR1			No

PA26001 **Cross Harbor Freight Program (CHFP) Tier II Environmental Impact Statement (EIS)**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
PANYNJ	Yes	O10a			No

The Port Authority of New York & New Jersey (PANYNJ) and the Federal Highway Administration (FHWA) are undertaking a Tier II Environmental Impact Statement (EIS) for the Cross Harbor Freight Program (CHFP). The primary purpose of the CHFP is to improve the movement of freight across New York Harbor between the east- and west-of Hudson regions. The Tier II EIS will include analyses based on engineering designs and site-specific environmental effects, development of site-specific mitigation measures, and cost estimates, as appropriate. Cross Harbor Partners, an STV/AKRF Inc. joint venture, has been contracted by the Port Authority of New York & New Jersey (PANYNJ) to prepare a Tier II study for the Cross Harbor Freight Program – a transformative goods movement produce that strives to induce a modal shift away from trucks to reduce vehicle miles traveled (VMT) and the attendant wear and tear on our region’s roadways and bridges.

SEA26001 **458, Valley Brook Ave. & Polito Ave. Intersection Improvements**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
NJSEA	Yes	O10a			No

Investigate and install safety improvements at the intersection at Valley Brook Avenue & Polito Avenue: remove the channelized right turn lane at the intersection with Polito Avenue; shorten the Polito Avenue crosswalk; provide pedestrian connection to the ball fields across Valley Brook Avenue. If signal is not warranted or supported by Lyndhurst, investigate use of Rectangular Rapid-Flashing Beacons (RRFBs) for crosswalks. Investigate/install Vehicle to Everything (V2X) technology where feasible/warranted to detect pedestrians in crosswalks. On WB Valley Brook Avenue, install warning signage (W7-6) and advisory speed signage (W13-1P) in advance of the vertical curve. Valley Brook Ave. & Polito Ave. Intersection Improvements

SEA26002 **664, Formalize/improve Valley Brook Avenue**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
NJSEA	Yes	O10a			No

Formalize/improve Valley Brook Avenue from Orient Way to DeKorte Park to include two striped travel lanes, pavement markings, roadway and pedestrian-scale lighting, sidewalks, and protected bicycle lanes. Install sidewalks and protected bicycle lanes on both sides of Valley Brook Avenue, Polito Avenue, Wall Street West, Clay Avenue, and Chubb Avenue. Roadway improvements to allow geofenced micro-transit/e-scooter mobility in addition to bicycles.

T05 **Bridge and Tunnel Rehabilitation**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP NJ TRANSIT	Yes	S19		2040	No

This program funds the design, repair, rehabilitation, replacement, painting, and inspection of tunnels and bridges. The program funds other work related to the movable bridge program, drawbridge power program, and right-of-way improvements necessary to maintain a State of Good Repair (SOGR) for culverts, bridges, and tunnels.
In the DVRPC area, two bridges are using Flex funding from FHWA Off System Bridge. Ohio Avenue Bridge at $20.2 million and Old White Horse Pike at $18.9 million, for a total of $39.1 million.
In the NJTPA region, four bridges are using Flex FHWA Off System Bridge funding. Yogi Berra Drive at $20.2 million, Mountain Road at $18.9 million, Cregar Road at $8.1 million, and East 32nd Street at $20.2 million, for a total of $67.4 million.
In the FY24FY33 STIP, this funding will be obligated and managed as Sec 5307.

T06 **Bus Passenger Facilities/Park and Ride**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP NJ TRANSIT	Yes	MT7		2040	No

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.

T08 **Bus Support Facilities and Equipment**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP NJ TRANSIT	Yes	MT3		2040	No

The Buses and Bus Facilities Section 5339 program provides funds through a statutory formula to maintain NJ TRANSIT's bus fleet, including to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities. This includes technological changes or innovations to modify low or no emission vehicles or facilities. Funding is provided through formula allocations and two discretionary components. 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.
Using Flex funding from FHWA and NJDOT to the FTA and NJ TRANSIT to supplement resources to project development and construction. Projects include Hilton Bus Garage Modernization and Electrification at $68.1 million, Passaic Bus Terminal at $15 million, and Meadowlands Garage BEB Depot Phase 1 at $10.494 million.
In the FY24FY33 STIP, this funding will be obligated and managed as Sec 5307.

T09 **Bus Vehicle and Facility Maintenance/Capital Maintenance**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP NJ TRANSIT	Yes	MT4		2040	No

Funding is provided for acquisition/installation/rehabilitation of major components associated with capital equipment and facilities in accordance with Transportation Trust Fund requirements and expanded eligibility criteria.

T106 **Private Carrier Equipment Program**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP NJ TRANSIT	Yes	MT1		2040	No

This program provides State (TTF) funds for the Private Carrier Capital Improvement Program. Expenditures must be for capital improvements and/or capital maintenance, as defined in State law.

T111 **Bus Acquisition Program**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP NJ TRANSI	Yes	MT10		2040	No

The Buses and Bus Facilities Section 5339 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. Pay-as-you-go funding is provided for over 2,300 buses replacements including but not limited to cruiser buses, NABI buses, and articulated buses.
Toll Credit will be used as the non-federal match. An explanation of toll credit can be found in the Introduction Section of the STIP.

T112 **Rail Rolling Stock Procurement**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP NJ TRANSI	Yes	MT10		2040	No

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

T120 **Small/Special Services Program**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP NJ TRANSI	Yes	AQ1		2040	No

This program funds the Vanpool Sponsorship Program, local Travel Demand Management (TDM), and East Windsor Community Shuttle operating support. Funding contracts work done by the eight Transportation Management Associations (TMAs) to promote transit use and other Travel Demand Management strategies.

T121 **Physical Plant**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP NJ TRANSI	Yes	MT4		2040	No

Funding is provided for demolition of out-of-service facilities, energy conservation program, work environment improvements, replacement of antiquated administrative support equipment, purchase of material warehouse equipment, replacement of non-revenue vehicles, and other minor improvements to various bus/rail/light rail/operating facilities etc including but not limited to acquisition of properties and any items or services needed to support the acquisition.

T122 **Miscellaneous**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP NJ TRANSI	Yes	MT4		2040	No

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

T13 **Claims support**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP NJ TRANSI	NA			2040	No

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.

T135 **Preventive Maintenance-Bus**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP NJ TRANSI	Yes	MT3		2040	No

Urbanized Area Formula Grants - 5307. This program provides funding for the overhaul of buses including preventive maintenance costs in accordance with federal guidelines as defined in the National Transit Database Reporting Manual and federal law.
Toll Credit will be used as the non-federal match. An explanation of toll credit can be found in the Introduction Section of the STIP. In addition, expenditures are for costs of projects in specific years only.

T143 **ADA--Platforms/Stations**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP NJ TRANSI	Yes	MT7, MT8		2040	No

Funding is provided for the design and construction of necessary repairs to make NJ TRANSIT's rail stations, and subway stations more accessible for the Americans with Disabilities Act (ADA) including related track and infrastructure work. Funding is requested for repairs, upgrades, equipment purchase, platform extensions, and transit enhancements throughout the system and other accessibility repairs/improvements at stations.

T150 **Section 5310 Program**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP NJ TRANSI	Yes	MT10		2040	No

The Enhanced Mobility of Seniors and Individuals with Disabilities - Section 5310 program provides funds to help meet the transportation needs of older adults and people with disabilities. Agencies that provide such services are eligible for funding to purchase small buses or van-type vehicles, wheelchair lifts, ramps, and securement devices, among other eligible activities. MATCH funds are provided from the State.

T151 **Section 5311 Program**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP NJ TRANSI	Yes	MT1		2040	No

Formula Grants for Rural Areas - 5311 program provides capital, planning, and operating assistance to support public transportation in rural areas with populations of less than 50,000. MATCH funds are provided from NJ TRANSIT and local funds.

T16 **Environmental Compliance**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP NJ TRANSI	Yes	MT3		2040	No

Funding is provided for compliance with environmental regulations at both bus, light rail and rail facilities and operating support includes but is not limited to replacement of leaking fuel tanks, clean up of contaminated soil and ground water, oil/water separators, asbestos removal, and fueling station improvements at various facilities etc.

T20 **Immediate Action Program**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP NJ TRANSI	NA			2040	No

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 program also provides funding for Capital Planning activities, project development, and project reviews. The funding supports the development of the agency's capital plan and capital plan updates and funds project research and development activities for capital programs.

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

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP NJ TRANSI	Yes	MT8		2040	No

Funding is provided for projects or project elements that are designed to enhance mass transportation service or use and are physically or functionally related to transit facilities as outlined in FTA Circular 9030.1E., including funding for a Statewide Bus Signs and Shelter Maintenance Upgrade Program and historic restoration of NJ TRANSIT facilities. Federal assistance was awarded for the U.S. Route 9 Bus Rapid Transit project in the amount of $470,000. Funds are being funded with FHWA STP funds for the Newark Intermodal project in the amount of $500,000.
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.
Per previous NJTPA Board Action, reflects the transfer of Carbon Reduction funds in the amount of $27.306M to the Greenway and Transitway project.
In the FY24FY33 STIP, this funding will be obligated and managed as Sec 5307.

T2401 **Light Rail Infrastructure Systems and Maintenance**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP NJ TRANSI	Yes	MT9		2040	No

Funding is provided for State of Good Repair (SOGR) work to NJ TRANSIT's light rail systems to maintain a condition sufficient for capital assets to operate at a full level of performance. This work includes upgrades to light rail's Supervisory Control and Data Acquisition (SCADA) and Electronic Logic Control Devices systems, including hardware, software, and infrastructure. Right-of-Way improvements to the Newark Light Rail (NLR), Hudson Bergen Light Rail (HBLR), and River LINE. Work would include track, ties, drainage, fencing, retaining walls, cable, signal systems and stormwater and erosion control measures. Rail track switch replacements and upgrades.

T300 **Transit Rail Initiatives**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP NJ TRANSI	Yes	MT1		2040	No

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 including but not limited to acquisition of properties and any items or services needed to support the acquisition.

T37 **Rail Support Facilities and Equipment**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP NJ TRANSI	Yes	MT8		2040	No

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, 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. Also included is funding for NJ TRANSIT's capital cost-sharing obligations related to use of Amtrak/Conrail facilities including but not limited to acquisition of properties and any items or services needed to support the acquisition. FY24 includes funding for SANDY – Long Slip Fill and Rail Enhancement resilience project in response to Superstorm Sandy.
Using Flex funding from FHWA/NJDOT to the FTA/NJ TRANSIT. Adds $5 million in CMAQ funds to the Hoboken Yard Complex. Adds $33.820 million in Protect funds for the Delco Lead project.
In the FY24FY33 STIP, this funding will be obligated and managed as Sec 5307

T39 **Preventive Maintenance-Rail**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP NJ TRANSI	Yes	MT3		2040	No

State of Good Repair Grants - 5337 and Urbanized Area Formula Grants - 5307. This program provides funding for the overhaul of rail cars and locomotives and other preventive maintenance costs in accordance with federal funding guidelines as defined in the National Transit Database Reporting Manual and federal law. Toll Credit will be used as the non-federal match. An explanation of toll credit can be found in the Introduction Section of the STIP.

T42 **Track Program**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP NJ TRANSI	Yes	MT9		2040	No

The Track Program is for ongoing system-wide rehabilitation of the railroad track infrastructure. Funding is provided for 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 equipment, interlocking improvements, passing sidings and other improvements.

T43 **High Speed Track Program**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP NJ TRANSI	Yes	MT9		2040	No

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.

T44 **NEC Improvements**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP NJ TRANSI	Yes	MT9		2040	No

The Northeast Corridor (NEC) Improvements program funds projects that maintain a state-of-good repair along the New Jersey segment of the NEC. State-of-good repair is for right-of-way basic infrastructure, like structures and facilities, track, electric traction and communication and signals. Funds are also for AMTRAK joint benefit projects and NJ TRANSIT specific projects. Work may include associated track and station improvements and platform extensions. STATE (TTF) funds are for expansion of County Yard project to provide additional storage for rail cars. The NEC main line runs 457 miles from Washington, DC to Boston, MA.

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

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP NJ TRANSI	Yes	MT6		2040	No

This project provides funding for continued modernization/improvements to the signal and communications systems, including signal/communication upgrade of interlockings, and other communication improvements. This project also provides funding for systemwide electric traction general upgrades including: substation replacement, wayside hot box detection system, rail microwave system upgrades, replacement of substation batteries and electric switch heaters, emergency power backup systemwide, rehabilitation of systemwide overhead catenary structures and foundations including but not limited to acquisition of properties and any items or services needed to support the acquisition. In addition, funding will be provided for Positive Train Control training facilities including but not limited to equipment purchasing, engineering, design, planning, construction, acquisitions and other associated costs.

T500 **Technology Improvements**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP NJ TRANSI	Yes	MT5		2040	No

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.

T508 **Security Improvements**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP NJ TRANSIT	NA			2040	No

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.

T509 **Safety Improvement Program**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP NJ TRANSIT	NA			2040	No

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

T515 **Casino Revenue Fund**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP NJ TRANSIT	NA			2040	No

Transportation Assistance for Senior Citizens and Disabled program. State law provides 8.5% of the Casino Tax Fund revenues to be appropriated for transportation services for senior and disabled persons and for 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.
Funds may be appropriated from the Property Tax Relief Fund (PTRF), pursuant to budget language.

T532 **New Brunswick Station Platform Ext. and Elevator Imprvmts (Liberty Corridor)**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	MT8			No

T538 **Portal North Bridge**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP NJ TRANSIT	Yes	S19		2040	No

Funding is for the design, engineering, construction and other necessary initiatives or items to complete the proposed replacement of the existing Portal North Bridge with a new high-level, two track, fixed structure bridge on a new rail alignment. The new bridge will be approximately 1,200 feet long and will have a clearance that accommodates current and forecasted maritime traffic, thereby eliminating the need for a movable span that interrupts rail operations and results in delays due to mechanical failures. This will improve reliability, allowing NJ TRANSIT to operate longer and higher capacity trains. Additionally, trains will be able to cross the bridge at 90 miles per hour, up from 60 miles per hour today.
$373M in Amtrak funds will be applied to the Portal North Bridge (PNB) project once the funds are administered to NJ TRANSIT.
$57M in CMAQ funds are committed to purchase up to 25 commuter rail vehicles to support the PNB project. Refer to DB T112- Rail Rolling Stock Procurement where funds for supporting all rail rolling stock purchases are listed and explained. In addition, NJ TRANSIT is committing up to $14M in local match for the CMAQ funds (through NJTTF) to support the PNB project.
NJ TRANSIT was awarded $766.5M under FTA's Section 5309 Capital Investment Grants Program.
$600M in New Jersey Economic Development Authority (NJEDA) proceeds are committed to the PNB Project.

T53E **Locomotive Overhaul**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP NJ TRANSIT	Yes	MT3		2040	No

Funding is provided for service reliability to the locomotive fleet based on manufacturer replacement and service standards to maintain equipment through its useful life. In-house staff ensure that each locomotive engine continues to properly function in terms of reliability and fuel consumption, without being remanufactured, specified to work output or miles; and that the locomotive complies with all applicable emission standards.

T53G **Rail Fleet Overhaul**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP NJ TRANSI	Yes	MT3		2040	No

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.

T55 **Other Rail Station/Terminal Improvements**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP NJ TRANSI	Yes	MT7, MT8		2040	No

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 including but not limited to acquisition of properties and any items or services needed to support the acquisition.
Adds STP-NJ urbanized NJTPA and STP Enhancement flex funds from the FHWA/NJDOT to FTA/NJ TRANSIT.
Projects funded include Roselle Park Station at $9.0 million, Long Branch Station Pedestrian Tunnel at $7.9 million, and Watsessing Avenue Station at $31.6 million.
In the FY24FY33 STIP, this funding will be obligated and managed as Sec 5307.

T550 **Light Rail Vehicle Rolling Stock**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	MT10			No

T68 **Capital Program Implementation**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP NJ TRANSI	NA			2040	No

Funding is provided for capital project management activities associated with the implementation of the capital program and project delivery, including procurement and Disadvantage Business Enterprise and Small Business Enterprise (DBE/SBE) activities.

T700 **Ferry Program**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP NJ TRANSI	Yes	MT1, MT3		2040	No

The Ferry Capital Improvement Program provides funding to participating ferry boat operators' capital budget. Eligible activities include the acquisition, replacement and rehabilitation of ferries and other capital equipment and improvements to ferry facilities. Funding also supports NJ TRANSIT's administrative cost.

T82 **Hoboken Terminal /Yard Rehabilitation**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	MT8			No

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

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP NJ TRANSIT	Yes	MT10		2040	No

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. Federal funds were awarded for this for the HBLR 440 project with High Priority Program Demo funds in the amount of $8,000,000. The IDs and funds are as follows: D2020-BUSF-001 - $2,000,000, D2018-BUSF-002 - $2,000,000, D2018-BUSF-003 - $4,000,000. Also, funds will be used to support the HBLRT Weehawken Tunnel Repairs project.

Toll Credit will be used as the non-federal match for the Hudson Bergen Light Rail Route 440 Extension.

T88 **Study and Development**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP NJ TRANSIT	Yes	O10c		2040	No

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.

T902 **Rail Station Resiliency**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	MT8			No

T903 **Rail Infrastructure Resiliency**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	MT6, MT8, MT9			No

T93 **Bus Maintenance Facilities**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	MT8			No

T95 **Light Rail Infrastructure Improvements**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP NJ TRANSIT	Yes	MT6		2040	No

Funding is provided for Light Rail improvements including, but not limited to, communication systems upgrade, accessibility improvements, vehicle and facility improvements, and other infrastructure rehabilitation improvements, including rolling stock enhancements. Funding is also provided for Newark Light Rail (NLR), Hudson Bergen Light Rail (HBLR) Infrastructure and River Line capital asset replacement including but not limited to acquisition of properties and any items or services needed to support the acquisition.

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

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S6		2040	No

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

X03E **Resurfacing Program**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S10		2040	No

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

X065 **Local CMAQ Initiatives**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	O10c		2040	No

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.

X07A **Bridge Inspection**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S6		2040	No

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.

X07F **Bridge and Structure Inspection, Miscellaneous**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S6		2040	No

This program will provide funding for the inspection of miscellaneous types of structures such as highway-carrying tunnels, pedestrian bridges, and limited safety inspections of railroad bridges over state roadways to ensure the safety of the motoring public. Inspection of miscellaneous types of structures such as highway-carrying tunnels, pedestrian bridges, and limited safety inspections of railroad bridges over state roadways to ensure the safety of the motoring public.

X10 **Program Implementation Costs, NJDOT**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	NA			2040	No

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.

X100B **Local Bridges, NJTPA**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S19		2040	No

Local Bridges, NJTPA

X106 **Design, Emerging Projects**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	O1		2040	No

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

X107 **Transportation Alternatives Program**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	O8		2040	No

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.

X10A **Staff Augmentation**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	NA			2040	No

This program provides funds for engaging specialized consultant-staff to augment the New Jersey Department of Transportation's (NJDOT) permanent workforce. A hiring-freeze, which NJDOT was subject to for nearly a decade, has created a sizeable skills-void within the Department. To efficiently address the void, this program establishes an effective method of implementing key services, and provides flexibility in filling critical staff shortages, as necessary.

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

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	NA			2040	No

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

X12 **Acquisition of Right of Way**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	O3		2040	No

This program funds advanced acquisition and/or demolition of; key right of way parcels, easements, transportation facilities, and access and development rights, in order to preserve transportation corridors for future transportation use.

X126 **Transportation Research Technology**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	NA			2040	No

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, Material Standards, and Materials Reference Laboratory; and SHRP product implementation.

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

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	NA			2040	No

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

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

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	NA			2040	No

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

X140 **Planning and Research**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	O10c		2040	No

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

X142 **DBE Supportive Services Program**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	NA			2040	No

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

X144 **Regional Action Program**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	O5		2040	No

This program funds low-cost, quick turn-around capital improvements and small-scale landscape contracts. Funds are provided to create Clear Zones, unobstructed, traversable roadside areas that allow a driver to stop safely or regain control of a vehicle that has left the roadway. Funding is also provided for ROW fencing and small-scale landscape contracts (Good Neighbor Program) in an effort to minimize adverse effects of highways where engineering solutions are prohibitive.

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

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	NA			2040	No

This program provides funding for 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, Highway Advisory Radio System (HARs) trailers for diversion route planning and implementation (and all parts associated with this equipment). This equipment supports capital, safety and maintenance programs.

X150 **State Police Enforcement and Safety Services**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	NA			2040	No

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

X151 **Interstate Service Facilities**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	O5		2040	No

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

X152 **Rockfall Mitigation**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S2		2030	No

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

X154 **Drainage Rehabilitation and Maintenance, State**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S4		2040	No

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

X154D **Drainage Rehabilitation & Improvements**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S4		2040	No

This program funds low-cost/high-value drainage projects on the state highway drainage system. The work performed through this program will be utilized to assess and track the location and condition of drainage pipes which includes corrugated metal pipes.

X15A **Equipment, Snow and Ice Removal**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	NA			2040	No

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

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

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	NA			2040	No

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

X180 **Construction Inspection**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	NA			2040	No

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

X182 **Utility Reconnaissance and Relocation**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	NA			2040	No

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

X185 **Bicycle & Pedestrian Facilities/Accommodations**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	AQ2		2040	No

This is a comprehensive program to ensure the broad implementation of the Statewide Bicycle and Pedestrian Master Plan, Complete Streets Policy and the implementation of federal and state policies and procedures pertaining to bicycle, pedestrian, transit and ADA access, mobility, and safety. It includes addressing bicycle, pedestrian, transit and micro-mobility travel needs through the development of improvements on state, county and local roadways either by inclusion in existing capital projects, development of independent projects or through assistance to counties and municipalities. Projects must accommodate the needs of all travelers.

X186 **Local Aid, Infrastructure Fund**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S19		2040	No

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).

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

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	O1		2040	No

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

X197 **Disadvantaged Business Enterprise**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	NA			2040	No

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

X199 **Youth Employment and STEM Outreach Solutions**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	NA			2040	No

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

X200C **New Jersey Scenic Byways Program**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	O5		2040	No

This program will assist in the advancement of the NJ Scenic Byways Program and the stewardship and enhancement of the scenic, recreational, archaeological, natural, cultural and historic intrinsic qualities associated with the designated byways. Funding will be utilized for planning, design and development of the state program and for the planning, design, development, marketing and implementation of the complete set of byways within the state program. This includes but it's not limited to research leading to the development of themes for byways, activities associated with identifying and marketing tourist amenities on scenic byways on a statewide basis, activities associated with assessing the economic impacts on the set of byways, activities associated in building strong partnerships between the byways and other groups that can assist them in sustaining and promoting their byways. It also includes updating the signage needed to show designation as a National Scenic Byway, All American Road or NJ State Byway.

X201 **Guiderail Upgrade**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S9		2040	No

This program provides funding for the design and construction of guiderail replacement, Statewide. Work performed is to systemically upgrade and replace guiderail and guiderail end treatments to meet new standards adopted by the Association of State Highway Transportation Officials' (AASHTO) Manual for Assessing Safety Hardware (MASH).

X233 **Motor Vehicle Crash Record Processing**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	O10c		2040	No

The Bureau of Transportation Data and Support (BTDS), Crash Records Unit is responsible for collecting crash reports annually. These records, which are provided by police, are used to identify causes, determine areas of focus, prioritize locations of high crash frequency, and develop effective traffic safety countermeasures. The activities include crash records processing, ARD application, and vendor management for crash records and electronic data transfer.

X239 **Sign Structure Inspection Program**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	O7		2040	No

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

X239A **Sign Structure Rehabilitation/Replacement Program**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	O7		2040	No

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

X241 **Electrical Facilities**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S18		2040	No

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.

X244 **Training and Employee Development**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	O10c		2040	No

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.

X2500 **Information Technology Support**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	O10c		2040	No

This program provides funding for software utilized by various DOT units in direct support of the Capital Program. This software is utilized for program implementation across multiple Divisions. This includes, but is not limited to, critical software such as Bentley, Samsara, Paecetrack, Transportation Asset Management System (TAMS), Primavera, Project Management and Reporting System, and AASHTOware products.

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

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	AQ1		2040	No

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

X29 **Physical Plant**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	NA			2040	No

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

X30 **Planning, Federal-Aid**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	O10c		2040	No

Funding from this program will enable NJDOT to continue to address planning 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, and Local Technical Assistance Program.

X30A **Metropolitan Planning**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	O10c		2040	No

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

X34 **New Jersey Rail Freight Assistance Program**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	NA			2040	No

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.

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

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	NA			2040	No

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

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

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S1		2040	No

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

X39 **Signs Program, Statewide**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	O7		2040	No

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

X41B1 **Local County Aid, NJTPA**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S3		2040	No

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

X47 **Traffic Signal Replacement**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S7		2040	No

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 LED indicators, and installation of generators to provide auxiliary power, which will enable traffic signals to function during times of extended power outages. Through the Traffic Signal Management System, which provides a condition rating of signal equipment integrated with crash data and Congestion Management System Data, this program (developed via consultant RFP, analyzing corridor segments and creating a safety ranking based on MUTCD compliance, pedestrian facilities, controller capabilities, method of detection, accessibility, and other factors) will prioritize signals for replacement based on the above factors. The results from establishing the priority locations will allow systematic replacement of aging signal equipment, optimization of the operation of signals, and promote maximum efficiency of intersections.

X51 **Pavement Preservation**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S10		2040	No

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

X51B **Pavement Preservation, NJTPA**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S10		2040	No

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

X66 **Traffic Monitoring Systems**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	O10a		2040	No

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

X70 **Bridge Management System**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S19		2040	No

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

X72B **Betterments, Roadway Preservation**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S4, AQ2		2040	No

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

X72C **Betterments, Safety**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S13		2040	No

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

X75 **Environmental Investigations**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	O1		2040	No

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

X98B1 **Local Municipal Aid, NJTPA**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S3		2040	No

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

X98Z **Local Municipal Aid, Urban Aid**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
FY 2026 TIP	Yes	S3		2040	No

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

APPENDIX 3
NJTPA CONFORMITY DETERMINATION ON THE LRTP AND FY 2026 – 2029 TIP

STUDY AND DEVELOPMENT PROJECT LIST

NJTPA Conformity Determination on Plan 2050 and the FY 2026-2029 TIP
Study and Development Projects

02372 **Route 202/206 and Route 22 Interchange, Peters Brook to Commons Way**
Mile Posts: 24.86 - 25.5

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
SD-25					

This project 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.

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

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
SD-25					

This 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).

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

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
SD-25					

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.

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

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
SD-25					

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.

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

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
SD-25					

This project will provide improvements to address congestion and safety issues, including the possible widening Route 10 Eastbound.

14418 **Route 46, Bridges over Route 17**
Mile Posts: 68.01 - 68.11

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
SD-25					

Initiated by the Bridge Management System, this project will replace the bridges, built in the 1930s.

14439A **Route 23 NB, Bridges over NYS&W RR**
Mile Posts: 24.18 - 24.58

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
SD-25					

Bridge replacement.

15388 **Route 35, Woodland Avenue to CR 516 (Cherry Tree Farm Road)**
Mile Posts: 22.67 - 39.4

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
SD-25					

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

15432 **Route 9, Longboat Av to Beachwood Blvd & Rt 166, Pennant Av to Beachwood Blvd**
Mile Posts: 89.62 - 90.08

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
SD-25					

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

16348 **Route 46, Bridge over Erie-Lackawanna Railroad**
Mile Posts: 65.4 - 65.4

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
SD-25					

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

17314 **Route 78 Ramp 3 over Route 78 Ramps 2 & 6, Ramp 4**
Mile Posts: 58.03 - 58.03

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
SD-25					

Bridge Deck/Superstructure Replacement

17334 **Route 78 WB, Bridge over Quarry Road**
Mile Posts: 48.4 - 48.7

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
SD-25					

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

17394 **Route 35, Bridge over Edgar Felix Bicycle Path**
Mile Posts: 16.9 - 17.1

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
SD-25					

Initiated from the Bridge Management System, this project will replace or rehabilitate the structurally deficient bridge, built in 1932. This project includes paving, drainage, roadway and bridge items as well as other roadway safety items.

17402 **Route 35, CR 18 (Belmar Ave/16th Ave) to Route 71/8th Avenue**
Mile Posts: 20.9 - 21.41

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
SD-25					

This project includes installing tide controls at the L Street and K Street outfalls and closing the curb along the Marina Driveway to the existing bulkhead. It also includes intersection and pedestrian safety improvements along Route 35 between CR 18 (Belmar Avenue / 16th Avenue) and Route 71 (8th Avenue). Anticipated improvements are; ADA compliant curb ramps and pushbuttons, countdown pedestrian signal heads, high visibility crosswalks, 12-inch LED signal heads, backplates with reflectorized borders, optimized traffic signal timings and offsets, construction of a median island along the Northbound approach of Route 35 to Pine Tree Way, installation of rectangular rapid flashing beacons (RRFB) across the Northbound approach of Route 35, installation of new traffic signals as needed, and clearing vegetation within the median to improve stopping sight distance.

17415 **CR 527 (Old Bridge Turnpike), Bridge over Sayreville Secondary (NS)**
Mile Posts: 41.14 - 41.14

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
SD-25					

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

18306 **Palisade Avenue, Bridge over Bergen County Branch (Abandoned)**
Mile Posts: 0.16 -

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
SD-25					

Bridge rehabiltation/replacement for Palisades Avenue, Bridge over Bergen CO Branch (Abandoned).

18317 **CR 501 (JFK Blvd), Rt 139 Conrail Viaduct Spans**
Mile Posts: 31.11 - 31.11

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
SD-25					

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

18322 **Central Avenue (CR 659), Bridge over Route 1&9T**
Mile Posts: 1.72 - 1.82

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
SD-25					

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

19300 **CR 509S (Springfield Avenue), Bridge over Route 22**
Mile Posts: 0.93 - 0.93

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
SD-25					

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

19311 **Route 27, Eighth Avenue to Brookhill Avenue**
Mile Posts: 17.58 - 18.04

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
SD-25					

The purpose of the project is to increase safety for all roadway users, including pedestrians, bicyclists and motorists by reducing the number of lanes from 4 to 2 and adding bicycle lanes on each side of the roadway. Sidewalks and ADA compliant ramps will be reconstructed/added throughout the limits of this project.

19364 **Route 22, Exxon Access Road to Station Road (CR 679)**
Mile Posts: 19.9 - 30.67

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
SD-25					

This project will provide safety improvements at thirty-seven unsignalized median openings within the project limits.

21301 **Bridge Street , Bridge over Amtrak**
Mile Posts: 0.11 - 0.11

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
SD-25					

Bridge Street , Bridge over Amtrak (Structure # 1249-167). Bridge rehabiltation/ Replacement.

21365 **South Main Street, Bridge over Washington Secondary (Conrail)**
Mile Posts: 0.43 - 0.43

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
SD-25					

South Main Street, Bridge over Washington Secondary (Conrail). Bridge rehabilitation/ Replacement.

22323 **River View Drive (CR 640), Bridge over Totowa Spur (NS)**
Mile Posts: 1.79 - 1.79

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
SD-25					

River View Drive (CR 640), Bridge over Totowa Spur (NS). Bridge Replacement.

22324 **Grand Avenue, Pedestrian Bridge over Route 4**
Mile Posts: 5.2 - 5.2

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
SD-25					

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

22363 **Route 33 and Route 34 Intersection**
Mile Posts: 34.77 - 34.77

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
SD-25					

The purpose of the project is to improve safety and address traffic operational and capacity issues at the Route 33 and Route 34 Intersection. The intersection ranks high on the NJDOT Safety, Congestion and Freight Management Systems. As cited in the Problem Statement from the Bureau of Traffic Engineering, a complete redesign at this location will improve the overall traffic operation in the area while also providing a reduction in motorist accidents.

22368 **Route 287 NB Bridge over Route 202/206**
Mile Posts: 22.21 - 22.21

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
SD-25					

This bridge has sagging superstructure breams so it needs deck and super structure replacement.

22376 **Route 23, Bridge Over Mill Brook**
Mile Posts: 52.52 - 52.52

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
SD-25					

Route 23, Bridge Over Mill Brook is structurally deficient bridge and need rehabilitation.

22382 **State Street (CR 611), Bridge Over Chemical Coast Branch (Conrail)**
Mile Posts: -

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
SD-25					

Replacing the bridge will remove it from the structurally deficient and functionally obsolete categories.

23341 **Route 9, Taylors Mills Road Intersection**
Mile Posts: 117.45 - 117.45

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
SD-25					

Limited storage length for motorists traveling on Route 9 ramps to Taylors Mill Road in Manalapan Township. During peak periods, there are high amounts of roadway congestion in the area due to traffic on the ramp backing up onto the highway.

23365 **Route 93 and CR 501 (W Central Boulevard) intersection**
Mile Posts: 1.16 - 1.16

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
SD-25					

Safety improvements are needed at Route 93 and CR 501 (W Central Boulevard) intersection.

23411 **Route 1, North Street to 50th Street**
Mile Posts: 56.2 - 58.42

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
SD-25					

Safety improvements are needed at Route 1, North Street to Division Street

23412 **Route 46, Collins Avenue to Frederick Street**
Mile Posts: 67.8 - 69.8

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
SD-25					

Safety improvements are needed at Route 46 (MP 67.80-69.80) to address pedestrian crashes at this segment.

24329 **Route 35, Bridge over Route 71 (Union Avenue)**
Mile Posts: 15.12 - 15.12

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
SD-25					

Existing bridge replacement.

24349 **Route 28, Grove Street to Magie Avenue - Orchard Street (CR 618)**
Mile Posts: 23.28 - 26.22

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
SD-25					

Safety improvements are needed at Route 28, Grove Street to Magie Avenue - Orchard Street (CR 618)

24365 **Route 287, Route 95 to Durham Avenue**
Mile Posts: 0.00 - 3.20

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
SD-25					

Flooding within travel lanes makes roadway unsafe for motorists. Guide rail and berm areaneeds upgrading to current standards according to the Roadway Design Manual.

24367 **Route 23, Maddak Road to Jackson Avenue (CR 680) & Route 202, Route 23 to Route 23**
Mile Posts: 6.6 - 10.95

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
SD-25					

This project has been identified as having a high benefit/cost ratio making it an ideal candidate for pavement resurfacing.

24370 **Route 46, Bridge over Hudson Branch (Abandoned)**
Mile Posts: 16.56 - 16.56

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
SD-25					

The bridge is structurally deficient due to the poor superstructure and deck rating.

24375 **Route 46, Two Bridge Road/Passaic Avenue (CR 613) to Route 23**
Mile Posts: 54.99 - 56.17

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
SD-25					

Flooding within travel lanes makes roadways unsafe for motorists. Frequent flooding in this section of the roadway necessitates emergency lane closures.

24390 **Route 35, Bridge over Wills Hole Manasquan River**
Mile Posts: 14.35 - 14.35

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
SD-25					

It is a bridge replacement project.

24396 **Route 27, Harrison Street to Park Avenue (CR 616)**
Mile Posts: 29.00 - 32.55

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
SD-25					

Improvement of safety for all users, with a particular emphasis on pedestrians and bicyclists, along Route 27, Harrison Street to Park Avenue (CR 616)

24400 **Route 130, Bridge over CR 522(Ridge Road) & Route 130, Bridge over Conrail Jamesburg Branch**
Mile Posts: 75.56 - 75.56

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
SD-25					

Both the bridge replacement needed because of structure is structurally deficient due to the poor condition rating of the deck and substructure for both bridges.

9169R **Route 287, River Road (CR 622), Interchange Improvements**
Mile Posts: 9.8 - 10.2

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
SD-25					

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.

9237 **Route 57/182/46, Hackettstown Mobility Improvements**
Mile Posts: 0 - 0.96

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
SD-25					

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

9240 **Route 1&9, Bridge over NYS&W RR & Division Street to Fairview Avenue**
Mile Posts: 60.56 - 61.1

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
SD-25					

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

9324A **Tremley Point Connector Road**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
SD-25					

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.

97005E **Route 1&9T, Secaucus Road to Little Ferry**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
SD-25					

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.

97080N **Route 9, Mizzen Avenue and Washington Avenue, Intersection Improvements**
Mile Posts: 89.41 - 89.44

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
SD-25					

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.

99381 **Route 21, Newark Needs Analysis, Murray Street to Edison Place**
Mile Posts: 1.2 - 2.25

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
SD-25					

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

TN21001 **Bus and Other Surface Transportation Planning**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
SD-25					

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

TN21002 **Community Services Planning and Support**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
SD-25					

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

TN21003 **Corridor Planning and Analysis**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
SD-25					

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

TN21004 **Qualitative and Quantitative Research**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
SD-25					

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

TN21005 **Rail Operations and Infrastructure Planning**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
SD-25					

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

TN21006 **Ridership Forecasting**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
SD-25					

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

TN21007 **Stations, Access, Parking and Site Planning**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
SD-25					

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

TN21008 **Trans-Hudson Planning**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
SD-25					

NJ TRANSIT maintains this program area to focus on trans-Hudson planning. New York City is a regional and national center of economic activity and strongly drives travel demand and commutation patterns in northern New Jersey. The Trans-Hudson planning focus includes the study of major system investments to support a variety of trans-Hudson travel modes including commuter rail, rapid transit, bus, and ferry. In some efforts, NJ TRANSIT serves as the lead agency advancing studies and projects. In other cases, NJ TRANSIT works with other regional agencies, providing staff and other planning resources. Under this program, pertinent elements of capital investment in the Northeast Corridor are pursued by NJ TRANSIT in coordination with Amtrak, the Federal Railroad Administration and other regional agencies.

TN21009 **Transit-Friendly Planning Program**

Project Source	Exempt	Exempt Category	Regionally Significant	Scenario Yr	Modeled
SD-25					

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

APPENDIX 4
NJTPA CONFORMITY DETERMINATION ON THE LRTP AND FY 2026 – 2029 TIP

EXEMPTION CLASSIFICATION CODES & NAMES
DEFINITION OF REGIONAL SIGNIFICANCE

Project Classification

As the first step of the conformity analysis, projects will be classified according to their Exemption Status.

According to the guidelines suggested in the "Final Guidance", projects are classified according to their Exemption Status. Highway and transit projects classified as "Exempt" are excluded from further emissions analysis. These projects may proceed toward implementation even in the absence of a conforming transportation plan and TIP. These project types are listed in Table 1.

1. Identification of Exempt Projects

Highway and Transit projects classified as "***Exempt***" are excluded from further regional emission analysis. These projects may proceed toward implementation even in the absence of a conforming transportation plan and TIP. These project types are listed in Table 1.

Table 1. Exempt Project Types [Transportation Conformity Rule, 40 CFR Parts 51 and 93, §93.126,]

Category	Category Source
SAFETY	
S1	Railroad/highway crossing
S2	Hazard elimination program
S3	Safer non-Federal-aid system roads
S4	Shoulder improvements
S5	Increasing sight distance
S6	Safety improvement program
S7	Traffic control devices and operating assistance other than signalization projects
S8	Railroad/highway crossing warning devices
S9	Guardrails, median barriers, crash cushions
S10	Pavement resurfacing and/or rehabilitation
S11	Pavement marking demonstration
S12	Emergency relief (23 U.S.C. 125)
S13	Fencing
S14	Skid treatments
S15	Safety roadside rest areas
S16	Adding medians
S17	Truck climbing lanes outside the urbanized area
S18	Lighting improvements
S19	Widening narrow pavements or reconstructing bridges (no additional travel lanes)
S20	Emergency truck pullovers
MASS TRANSIT	
MT1	Operating assistance to transit agencies
MT2	Purchase of support vehicles
MT3	Rehabilitation of transit vehicles[1]
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[1]
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

Specific activities which do not involve or lead directly to construction, such as:

O10a	Planning and technical studies
O10b	Grants for training and research programs
O10c	Planning activities conducted pursuant to titles 23 and 49 U.S.C
O10d	Federal-aid systems revisions

[1] In PM_{10} nonattainment or maintenance areas, such projects are exempt only if they are in compliance with control measures in the applicable implementation plan.

For convenience in database development, each exempt category has been given a category code consisting of a letter to indicate its grouping (e.g. “S” for Safety, “MT” for Mass Transit) and a number indicating its relative position on the list. Thus, S1 applies to the first Safety category or “Railway/highway crossing”. The project coding database that accompanies each emissions analysis thus indicates not only whether or not the project has been deemed exempt but the specific reasoning as well. This facilitates both public comment and interagency consultation.

In certain cases, a hot-spot analysis is required prior to making a project level conformity determination. These projects may then proceed to the project development process even in the absence of a conforming transportation plan and TIP. These project types are listed in Table 2.

Table 2. Projects exempt from regional emission analysis

Category	Source
NR1	Intersection channelization projects
NR2	Intersection signalization projects at individual intersections
NR3	Interchange reconfiguration projects
NR4	Changes in vertical and horizontal alignment
NR5	Truck size and weight inspection stations
NR6	Bus terminals and transfer points

Definition of Regional Significance for NJTPA Conformity:

Pertaining only to those projects classified as non-exempt:

Projects on facilities having a functional classification of minor arterial or lower shall not be considered to be regionally significant projects unless sufficient evidence demonstrates the need for an exception. All non-exempt projects on principal arterial or higher functional class facilities and all fixed guideway transit facilities that offer an alternative to regional highway travel will be considered regionally significant.

The MPO shall provide initial determinations regarding exemption and significance status for each project to the interagency group for review and comment. Following consultation, the MPO shall make a final determination for the project pool.

For clarification: those non-exempt projects that are not classified as regionally significant are included in the regional emissions modeling exercises, where possible. The difference between regionally significant and insignificant projects is only manifest for "non-Federal" projects in the event of a freeze or a lapse. Non-Federal projects are those not requiring Federal funding or approval but that are implemented by an agency that is a regular recipient of Federal transportation funds.