



Freight Moves New Jersey: 2023 Statewide Freight Plan - Appendices



June 2023

Freight Moves New Jersey: Statewide Freight Plan

Appendices

Appendix A: Complete Streets and Freight

Appendix B: FAF User Guide

Appendix C: Critical Urban and Rural Freight Corridors

Appendix D: Bureau of Transportation Statistics Port Profiles

Appendix E: Investment Plan Data

Appendix F: NHFP-Funded Project Descriptions

Appendix A

Complete Streets and Freight



MEMO

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SUMMARY

Freight is an integral part of New Jersey's transportation network. In the United States, 71% of all goods are moved by trucks¹. Though commonly thought of as consisting mainly of long-distance shipments on interstate highways and rail, goods movement is increasingly becoming local with the e-commerce boom leading to the demand and ability to ship items to their final destinations more quickly. 51% of all goods (by weight) travel less than 100 miles, and 83% travels less than 500 miles². Additionally, 82% of goods traveling less than 100 miles are moved by truck. Since 2009, e-commerce has grown 15% annually, and is expected to account for 15% of all retail commerce by 2020³. With many of these deliveries directed to homes, large vehicles must frequently access local roads.

While goods movement is handled by shipping, rail and trucking, for the purposes of this document, we are discussing truck movements as they relate to Complete Streets. As such, when referring to "freight" in this document, we are referring to three groups of vehicles;

1. Larger vehicles such as tractor trailers hauling large amounts of freight, often between shipping centers and business enterprises
2. Medium-sized vehicles such as garbage trucks, dump trucks, and quarry vehicles often making frequent stops; these vehicles frequently need to travel through residential neighborhoods
3. Small-to-medium sized commercial vehicles such as those operated by UPS, Fedex, or Amazon that transport goods to their final destination, as well as contractor and utility vehicles used to transport a combination of workers and materials; these vehicles may either make frequent stops in residential neighborhoods (like Amazon vehicles) or stop for extended periods of time (like a utility vehicle).

Though differing in their movement pattern and size, each of these freight vehicles purpose is to assist in providing goods and services to customers. The absence of these freight trips would result in countless more

¹ <https://markets.businessinsider.com/news/stocks/trucking-industry-facts-us-truckers-2019-5-1028248577>

² <https://data.transportation.gov/stories/s/Moving-Goods-in-the-United-States/bcyt-rqmu>

³ https://edc.nyc/sites/default/files/filemanager/Services/PortNYC/5054-PT_FreightNYC_book_PRESS_digital_3.pdf

Freight and Complete Streets

personal vehicle trips. It is important to acknowledge that rather than being an entirely isolated means of transportation, the movement of freight is integral to our everyday lives. Safe and efficient freight movement helps the multitude of users of other transportation modes – pedestrians, bicyclists, vehicle drivers and commuters - by delivering the goods we rely on and purchase in stores, as well as the products we ship to our homes.

Concurrent with the e-commerce boom has been an increased interest in Complete Streets, promoting safe roadways for all road users. There is often a disconnect between Complete Streets and Freight advocates, each jockeying for space allocation and infrastructure improvements. Municipal and state governments aim to separate the two movements, seeing them as conflicting. The Fall 2017 issue of *InTransition* published by NJTPA states “the goal of complete streets policies and improvements is to make streets accessible for all users. In practice, it usually means making car-oriented roads safer for bicyclists and pedestrians.” This view, however, ignores the concept that Complete Streets encourage safe movement for **all** users. While Complete Streets design changes such as road diets, new pedestrian space and bike lanes do improve circulation for non-motorized transportation modes, they often have negative impacts on local truck movements necessitated by the need to meet the demands of local businesses and online consumers. Further, those same roadway users are often the same people that frequent the local coffee shop that has fresh items delivered daily, or, have ordered goods with the expectation that they arrive directly on their door-step within a day or two. The trucks used by delivery services can no longer be seen as distinct from the user that placed that order or the visitor to the coffee shop – *the person doing the ordering or consuming is “using” up space on that street with their delivery.*

The recent increase in the demand for freight has coincided with an increase in crashes involving trucks, buses, and pedestrians. The number of large trucks involved in fatal crashes increased 10%, and injury crashes 5% from 2016 to 2017. A disproportionate share of pedestrian and bicyclist fatalities involved a truck. More can be done to balance the impact of having more larger vehicles on the road with the need to accommodate the short delivery windows expected by consumers. Safety is further discussed in subsequent sections.

With the implementation of Complete Streets policies, increasing use of non-motorized travel, growth in local freight deliveries for e-commerce, and continued investment in main street businesses, NJDOT should further incorporate considerations for freight vehicles into the Complete Streets Design Guide.

Based on a review of Complete Streets design guides nationwide and the organizational structure of the NJDOT Design Guide, it is recommended that freight considerations be incorporated throughout the Guide, while also adding a section on matters and treatments targeted toward freight, similar to the existing “Transit” section beginning on page 78 of the Design Guide.

It should be noted that freight considerations, like Complete Streets strategies, are not “one size fits all.” General considerations should be provided, but specific site constraints will impact decisions made by local planners, engineers and stakeholders.

Akin to treatments primarily focused on other modes (dedicated bike facilities, vehicular turn restrictions, etc.), treatments aimed at freight can help users of other modes as well. Representatives of the freight community should be involved in the Complete Streets revision process. The mission of incorporating freight measures within the Design Guide is to be more inclusive of all road users, while continuing to improve the safety and efficiency of New Jersey’s roads and communities.

INCORPORATION

Freight considerations should be incorporated into the following sections:

Freight and Complete Streets

- Environment (pg 9)
 - 23% of transportation sector greenhouse gas emissions are emitted by medium and heavy duty vehicles (59% are by light-duty vehicles) as of 2017.⁴ This is a 90% increase since 1990; more than six times the growth rate of light-duty vehicle emissions.⁵ Improving the flow and functioning of freight will help reduce greenhouse gas emissions. Additionally, meeting the increasing truck parking demands throughout the state will reduce the need for ad hoc idling of trucks in locations that are not approved for parking. This info can also be included in the “Equity” section on page 6 as freight producers tend to be in low-income areas.⁶
- Complete Streets Committee (pg 25)
 - Freight movement operators/representatives or subject matter experts should be included in Complete Streets Committees and Study Advisory Committees.
 - Local businesses that regularly receive shipments should be included in Complete Streets Committees and Study Advisory Committees.
- Road Safety Audit (pg 25)
 - This section mentions checklists are often used in Road Safety Audits. A review of any potential checklist example should ensure the inclusion of a section on freight movement and their ability to operate, park and deliver goods.
- Education and Training (pg 27)
 - NYCDOT developed the “Truck’s Eye View” program to provide education to the public about the blind spots around large trucks, allowing members of the public to sit in the driver’s seat of a truck and learn about the vehicle’s blind spots from a professional truck driver to increase safety awareness for all road users.⁷ A similar program would be helpful in New Jersey. In addition to tractor trailer trucks moving between communities in New Jersey, training for municipal garbage truck drivers should be provided to improve their knowledge and awareness of active transportation users and infrastructure.
- Complete Streets Toolbox
 - Consider development of loading zone guidance that embraces the other tenets outlined within the New Jersey Complete Streets Design Guide.
- Design Vehicle (pg 71)
 - Specific information about freight should be provided. Though it’s not beneficial to design every street for a 53-foot tractor trailer, corridors and intersections with frequent truck traffic should factor in greater consideration for freight needs.
- Crossing Islands (pg 122)
 - Asymmetrical median noses should be mentioned as a freight consideration. An asymmetrical median nose provides an asymmetrical or angled median nose allowing large vehicles to turn while still providing a safe space for pedestrians to cross. See photo at end of document.

⁴ <https://www.epa.gov/greenvehicles/fast-facts-transportation-greenhouse-gas-emissions>

⁵ <https://nepis.epa.gov/Exe/ZyPDF.cgi?Dockkey=P100WUHR.pdf>

⁶ <https://www.smartcitiesdive.com/news/study-low-income-neighborhoods-disproportionately-feel-environmental-burde/543498/>

⁷ <https://www1.nyc.gov/html/dot/html/motorist/trucks.shtml>

Freight and Complete Streets

- Roundabouts (pg 127)
 - Freight is mentioned in one bullet on pg 128 in the context of truck aprons though it would be helpful if an additional photo (not a rendering) was included to show how this actually functioned.
- Leading Pedestrian Interval (pg 135)
 - Drivers of large vehicles such as trucks or buses often have diminished visibility of pedestrians and the sidewalk when turning due to the presence of blind spots. Leading pedestrian intervals provide a dedicated head-start for pedestrians. This also benefits motorists of large vehicles by promoting the pedestrian's visibility and better allowing motorists of large vehicles to yield to a crossing pedestrian and/or continue through their turn unimpeded once all pedestrians cross.
- Signalized Turns (pg 135)
 - At an intersection with multiple receiving lanes in a given direction, large turning vehicles may be impeded by traffic simultaneously moving next to them. When both left and right turns occur during the same signal phase, or when right turns on red are permitted, turning vehicles must turn into the nearest receiving lane to avoid a potential collision with a conflicting vehicle⁸. A protected turn phase allows turning vehicles to use the full width of the roadway and make a wider turn in the second receiving lane while minimizing conflict movements. See photo at end of document.
- Bike Boxes (pg 140) and Two-Stage Bike Turn Box (pg 141)
 - Due to the decreased visibility for truck operators, bike boxes provide visible space dedicated for cyclists at intersections in front of the motor vehicle queue.

NEW SECTIONS

A new "Freight" section should be added to include the following sub-sections (though not necessarily in the order they are presented here):

- Truck Upgrades - There are many improvements that can be installed on freight vehicles when acquiring them or added retroactively to improve safety. Each of these are detailed below.
 - Side Guards - A substantial number of bicycle and pedestrian crashes involve trucks. While only 4% of registered vehicles are large trucks, they are involved in 10% of pedestrian and bicyclist fatalities nationwide⁹. Many of the most severe crashes involving large trucks include a vulnerable road user falling into the space between the front and rear wheels. Side guards block this area of the truck and reduce the risk of serious injury or death. Side guards can be installed on new trucks or retrofitted onto existing ones. After a national side guard mandate in the United Kingdom, cyclist and pedestrian fatalities in side guard relevant collisions with trucks decreased 61% and 20%, respectively.¹⁰ While there is no federal mandate for side guards in the United States, many cities (including New York, Philadelphia (for city-owned

⁸ https://www.mettrans.org/assets/upload/complete%20streets%20freight%20booklet_v6_hires-0.pdf

⁹ <https://www.volpe.dot.gov/our-work/truck-side-guards-resource-page>

¹⁰ <https://www.volpe.dot.gov/our-work/truck-side-guards-resource-page>

Freight and Complete Streets

trash hauling trucks), Boston, Washington D.C., Chicago, San Francisco and Seattle) have required side guards on trucks¹¹.

- Crossover Mirrors - Many large vehicles with a high cab have a blind spot directly in front of the vehicle. Crossover mirrors can be installed on the front of trucks to allow drivers to better see immediately in front of their vehicle, improving visibility and reducing the risk of collisions. Since 2012, New York State has required crossover mirrors on all large vehicles registered within the State that operate on New York City streets.¹²
- Convex safety mirror - Serving a similar purpose as crossover mirrors, convex safety mirrors can be provided where blind spots may impede the vision of pedestrians or cyclists by motorists of operators or large vehicles (photo included). Rather than being installed on the vehicle itself, these mirrors are installed at fixed locations (often attached to lightposts). When siting them, consideration must be given so they do not block the visibility of other roadway users. They are not currently approved in the MUTCD for on-street application but are commonly used in off-street locations such as driveway and loading dock entrances¹³.
- Blind-Spot Awareness Decals - Blind-spot awareness decals can be placed on large vehicles' blind spots to improve other road users' awareness of trucks blind spots and to either operate more carefully in blind spots, move out of blind spots, or attempt to make eye contact with the truck's operator to assure they are aware of the nearby road user. A 2014 Boston city ordinance requires decals on all city-owned and contracted vehicles above 10,000 pounds and semitrailers above 26,000 pounds.
- There are also several roadway treatments that can be utilized to improve truck operations and safety.
 - Flush Curb (*this information can also be incorporated into the "Corners and Curb Radii" section on pg 115*). Flush curbs allow large vehicles to safely encroach over them while turning at slow speeds. Due to the weight of larger vehicles, infrastructure must be strengthened to prevent damage. ADA compliance should also be considered to ensure all pedestrians can still safely cross the intersection. ADA measures include ensuring there is a surface on the ground alerting vision-impaired pedestrians about the adjacent roadway. Flush curbs should only be used when a shorter radius of a typical curb is infeasible due to the need for turning trucks. Implementation of a leading pedestrian interval can help mitigate negative impacts of a flush curb.¹⁴ Compared to flush curbs, mountable curbs are not recommended due to ADA issues.
 - Mountable Median - Along corridors with a long median, an occasional mid-block crossing may be desirable for pedestrians, freight or emergency response. Depending on its use, signage or pavement color or texturing may be necessary.
 - Mountable Curb to Sidewalk Cutout - In areas with high freight parking demand and ample sidewalk space, a portion of the sidewalk can be repurposed for parking at certain times of day. This space would include a mountable curb allowing vehicles to temporarily park while unloading. Due to the nearby presence of pedestrians, any sidewalk encroachment must be properly designed to promote visibility. Mountable curbs can be particularly useful where overnight deliveries are made during which time fewer pedestrians are present. Removable or

¹¹ <https://bicyclecoalition.org/success-philadelphia-announces-sideguards-on-trash-trucks/>

¹² <https://www1.nyc.gov/html/dot/downloads/pdf/crossover-mirrors-flyer.pdf>

¹³ https://www.mettrans.org/assets/upload/complete%20streets%20freight%20booklet_v6_hires-0.pdf

¹⁴ https://www.mettrans.org/assets/upload/complete%20streets%20freight%20booklet_v6_hires-0.pdf

Freight and Complete Streets

retractable (also known as rising) bollards can be utilized to promote compliance with loading times. See photos of mountable curb and retractable bollards at end of document.

- Paint and pavement texture to delineate conflict areas - Paint or unique pavement can be used along sidewalks to indicate conflict areas with trucks or other frequent motor vehicle movements (like outside of a parking garage). Solid, striped or sharrowed bike intersection markings can also be used in such locations.
- Painted, Striped, or Textured Curb Extensions (*painted curb extensions aren't mentioned in the design guide though they can be an effective, low-cost, low-risk means of providing additional pedestrian space; are commonly used throughout NYC due to the reduced permitting and design time needed to implement*). Solid paint, striping or pavement texturing can provide dedicated curb space in lieu of raised curbs. This treatment costs less than a new raised curb and allows egress by freight or emergency vehicles.
- Parking
 - Though an “On-Street Parking” section is included on pg 69 of the Design Guide, a freight-specific parking section should be incorporated to present the unique needs of freight parking including:
 - the larger width and length of space needed
 - the siting of spaces in front of relevant commercial uses
 - the maximum allowable parking time in loading zones (to promote a driver's ability to walk around to deliver packages rather than take up more space, and emit more pollutants frequently moving their vehicle)
 - municipal rules regarding who (what kind of commercial vehicle) is allowed to park in a loading zone and how to better enforce these rules
 - the timing of commercial parking to encourage off-hour deliveries (best practices info from other cities can be included with this)
 - curb pricing in loading zones to encourage shorter delivery times and promote vehicle turnover (best practices can be included)
 - incorporate loading zones/areas into official Complete Streets policies and guidance
 - the use of centralized collection and drop-off facilities (*this is more of a community/land use issue, but may be helpful in mentioning as it would reduce parking and truck traffic, and depending on the siting of collection locations, encourage walking/biking when near residential areas*)
 - the impact of protected and separated bike lanes on loading zones; these bike facilities shouldn't be entirely excluded in areas with trucks, but the interaction between the two and the need for trucks to be near the curb should be considered to prevent double parking or blocking the bike lane
 - Recessed Stop Line (*currently mentioned with “Design Vehicle” on page 71, but may be helpful to more explicitly include it as a design mechanism beneficial to freight*)
 - A recessed stop line is a stop line set back from the intersection to provide additional turning space for large vehicles to encroach in a portion of the opposing lane. In areas of heavy traffic or frequent intersections, the loss of queuing space should be considered and potential

Freight and Complete Streets

adjustments to the signal timing may be necessary. Where multiple travel lanes at an intersection are present, the left most lane can receive a recessed stop line to improve oncoming turn movements. Recessed stop lines improve the ability for freight and transit vehicles to turn and can promote the presence of large vehicles to crossing pedestrians. To improve compliance and safety, the National Association of City Transportation Officials (NACTO) recommends a “Stop Here on Red” sign and “STOP” pavement markings for stop lines more than 20 feet from the intersection. In communities where recessed stop lines are rarely used, increased enforcement may be necessary to ensure large vehicles can safely turn.

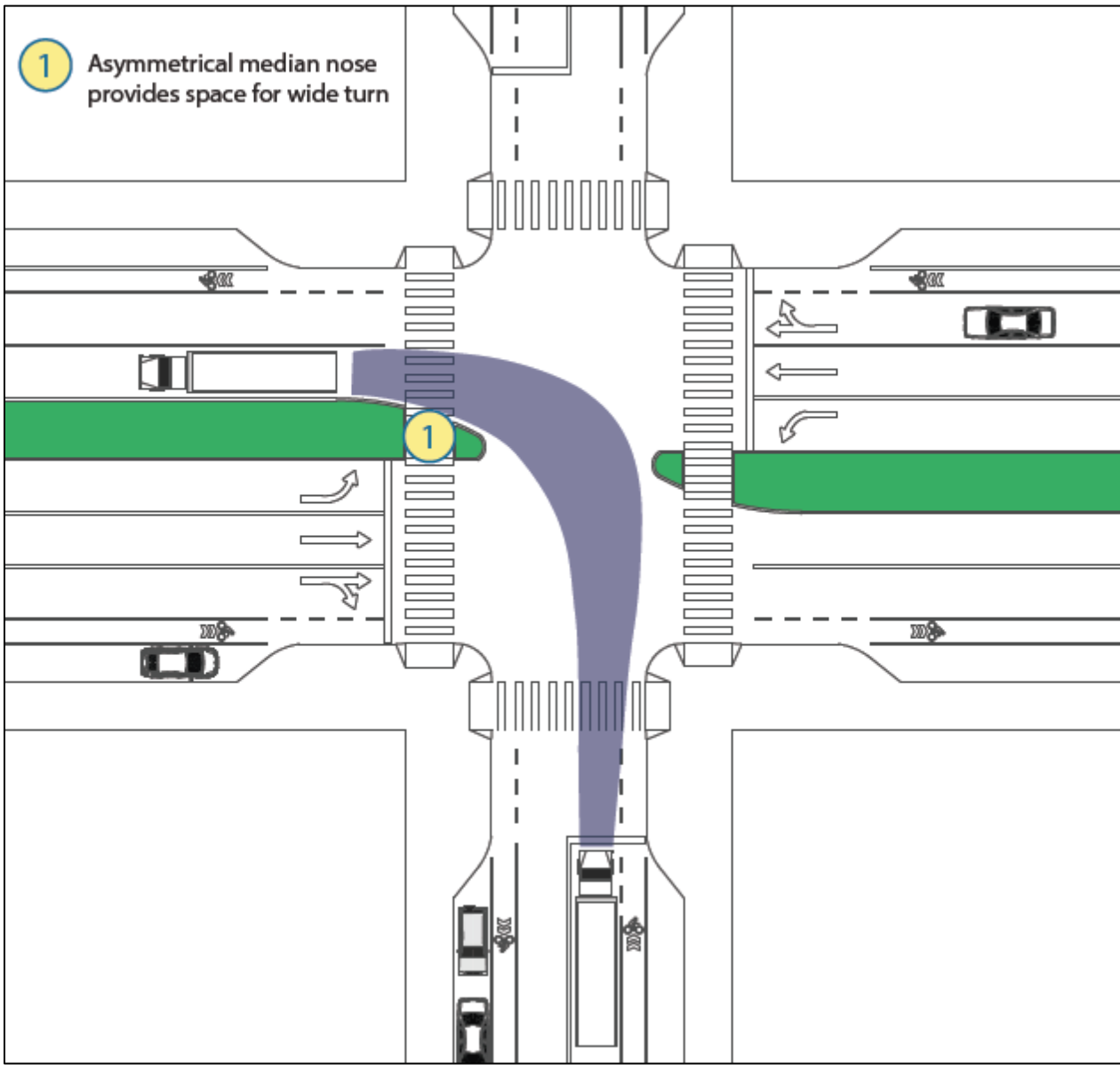
- Safety
 - The rise in crashes involving trucks and buses has coincided with an increase in pedestrian crashes. 2017 showed a 9% increase in large truck and bus crashes from the previous year and a 42% increase since its low in 2009. The number of large trucks involved in fatal crashes increased 10% and the number of injury crashes by 5% from 2016 to 2017. As the safety graphic on page 5 (of the Design Guide) shows, motor vehicle speed is a significant factor in the fatality rate. The weight of the vehicle also plays a factor. A pedestrian struck by a truck traveling 30 mph is more likely to be severely injured than if they had been struck by a standard automobile traveling the same speed. For this reason, considerations for freight traffic should be given to limit dangerous movements of large vehicles for the benefit of all road users (including truck operators).
- Truck Routes
 - Special consideration should be given to truck routes. Similar to how there is a suite of traffic calming measures for bike boulevards, there can be a similar set of improvements for truck routes including the previously discussed tactics and increased consideration for how truck traffic operates in the space.

CONCLUSION

The growth of the Complete Streets movement has resulted in substantial improvements for active transportation users and sparked awareness and visibility of bicycle and pedestrian concerns. As the expectation of freight to meet shorter delivery windows increases, the intersectionality of complete streets and freight should be more deeply reviewed to consider the safety of **all** road users and progress toward accommodating the needs of all users. This memo and potential elaborative work stemming from it are intended to provide a detailed outline of where in the New Jersey Complete Streets Design Guide additional attention can and should be paid to freight concerns.

Freight and Complete Streets

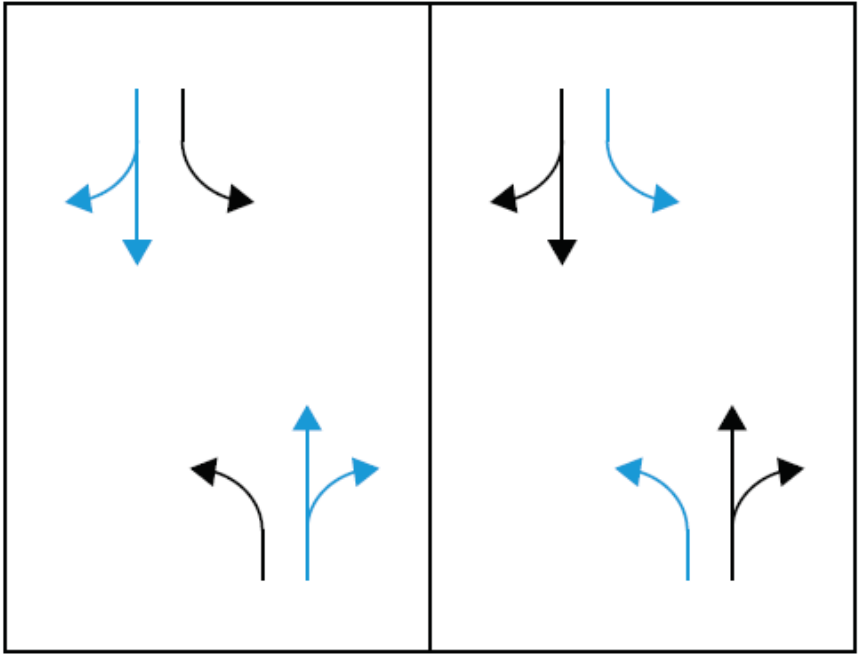
Asymmetrical Median Nose



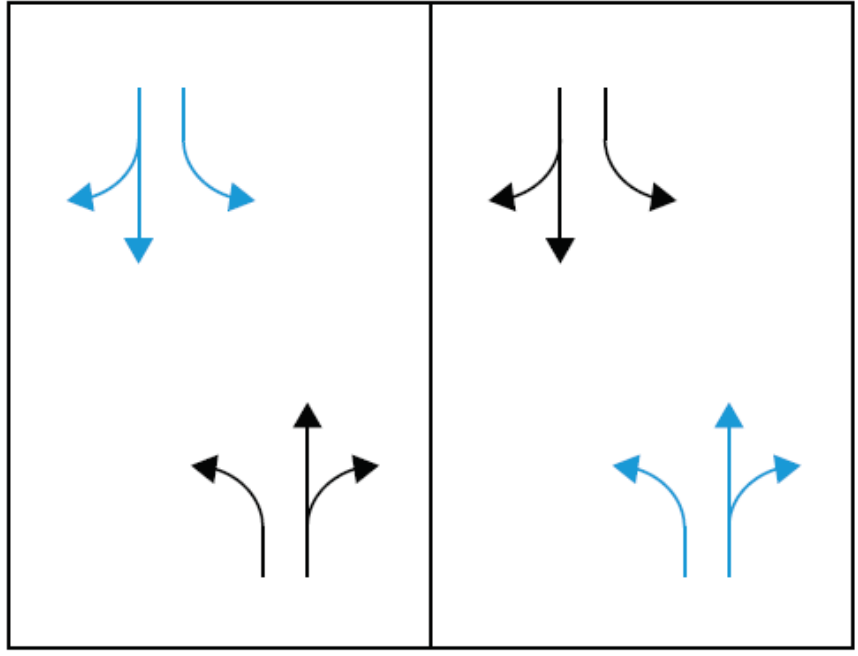
Freight and Complete Streets

Signalized Turn (examples of two signal configurations allowing trucks to utilize all necessary space unimpeded)

1 Separated turn phases



2 Separated directional movement phases



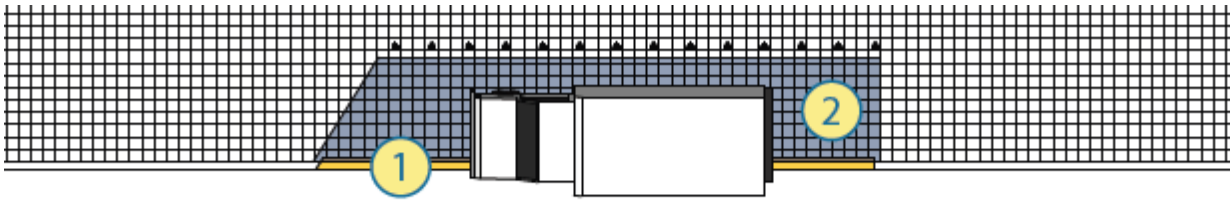
Freight and Complete Streets

Convex Safety Mirror

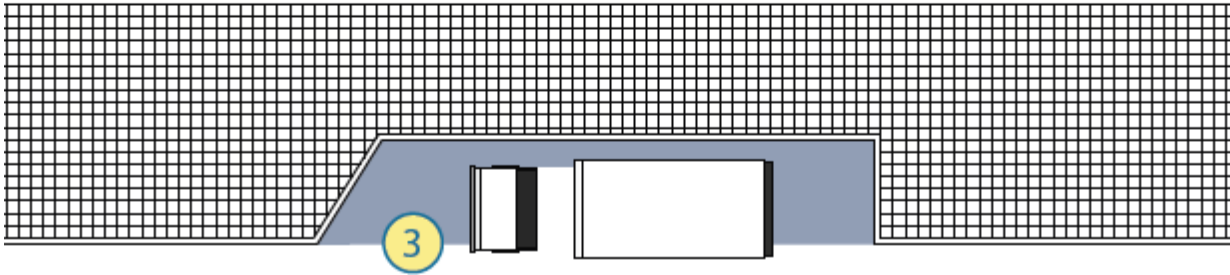


Freight and Complete Streets

Mountable Curb



- 1 Mountable curb
- 2 Paint or pavement texturing
- 3 Full grade separation



Retractable Bollards



Appendix B

FAF User Guide

FREIGHT ANALYSIS FRAMEWORK VERSION 5
User's Guide for Release 5.1

July 20, 2021

Prepared by
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For
Bureau of Transportation Statistics,
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And
Federal Highway Administration
U.S. Department of Transportation

TABLE OF CONTENTS

1	Basic Definitions	3
1.1	Mode of Transportation	3
1.2	Type of Commodity	3
1.3	Geography	3
2	Accessing FAF5 Data	4
2.1	Origin-Destination-Commodity-Mode Database	4
2.2	Data Tabulation Tool (DTT)	5
2.3	Summary Statistics	5
3	Code Tables and Data Dictionary	7
	Appendix A: List of Foreign Countries by FAF Zone	14

1 Basic Definitions

1.1 Mode of Transportation

Same as FAF4, FAF5 includes the seven modes of transportation from the Commodity Flow Survey (CFS) plus an extra category involving imports. Table 1 in Section 3 below provides a summary and brief description of each mode.

- Domestic Modes are the modes used between domestic origins and destinations, modes used between zones of entry and domestic destination for imports, and modes used between domestic origins and zones of exit for exports.
- Foreign Modes comprise the mode of arrival to zones of entry within the U.S. for imports or mode of departure from zones of exit within the U.S. for exports.

Note about Multiple Modes and Mail: FAF and the CFS use Multiple Modes and Mail rather than intermodal to represent movements of commodities that utilize more than one mode. Intermodal typically refers to containerized cargo that moves between ship and surface modes or between truck and rail. Shipments reported as Multiple Modes can include anything from containerized cargo to coal moving from mine to railhead by truck and rail to harbor. The “Mail” component recognizes that shippers who use parcel delivery services typically do not know what modes were involved after the shipment was picked up.

1.2 Type of Commodity

Commodities are classified at the 2-digit level of the Standard Classification of Transported Goods (SCTG), summarized in Table 2. A complete description of these categories and their constituent parts can be found on the [Bureau of Transportation Statistics \(BTS\)’s CFS website](#).

1.3 Geography

To minimize potential confusion between geography-related terms, the following convention is used in this document.

- Origin – The beginning of a freight movement regardless of geography
 - Domestic Origin
 - For domestic freight movement, the FAF region or state where a freight movement begins
 - For imports, the FAF region or state where a freight movement begins the domestic portion of the trip (see Zone of Entry)
 - For exports, the FAF region or state where a freight movement begins the domestic portion of the trip
 - Foreign Origin – For imports, the foreign region where a freight movement begins
- Destination – The ending of a freight movement regardless of geography
 - Domestic Destination
 - For domestic freight movements, the FAF region or state where a freight movement ends

- For imports, the FAF region or state where a freight movement ends the domestic portion of the trip
 - For exports, the FAF region or state where a freight movement ends the domestic portion of the trip (see Zone of Exit)
- Foreign Destination – For exports, the foreign region where a freight movement ends
- FAF Region – The 132 domestic regions, defined in Table 3.
- State – The 50 States and Washington, D.C.
- Foreign Region – The 8 international regions defined in Table 4, based on the information obtained from the United Nations Statistics Division. Specific countries included in each region are presented in Appendix A.
- Zone of Entry – This is the FAF region or state where an import enters the United States. This term refers to the entire region or state and does not limit to any single location. This replaces the term “international gateway” used previously.
- Zone of Exit – This is the FAF region or state where an export leaves the United States. This term refers to the entire region or state and does not limit to any single location.

2 Accessing FAF5 Data

FAF5 can be accessed via links from the Federal Highway Administration (FHWA) or the Bureau of Transportation Statistics (BTS). Users can download the entire FAF5 regional origin-destination-commodity-mode (ODCM) dataset directly from these websites or customize datasets by utilizing FAF5 Data Tabulation Tool (DTT).

2.1 Origin-Destination-Commodity-Mode Database

FAF5 data sets are available at the FAF5 domestic region level and the state level, both provided in Microsoft Access and Comma Separated Values (CSV) formats.

FAF Regional Database

FAF5 domestic region level datasets and products provide information for states, state portions of large metropolitan areas, and remainders of states as listed in Table 3. Metropolitan areas consist of Metropolitan Statistical Areas or Consolidated Statistical Areas as defined by the Office of Management and Budget. When a metropolitan area is entirely within a state or when a state’s portion of a multi-state metropolitan area is large enough to support the sampling procedures in the CFS, the area becomes a separate FAF region. Small single-state metropolitan areas and small portions of a multi-state metropolitan area are part of the State or Remainder of State.

State-Level Database

The state-level datasets and products include information for the 50 States and the District of Columbia. Note that the data for updated historical base years (1997, 2002, 2007, and 2012), which provide a more consistent time series of freight flow information based on FAF5 methodology and data sources, are provided at only state level.

2.2 Data Tabulation Tool (DTT)

The DTT is a web-based interface that allows FAF users to select specific categories of data, through easy-to-use pull-down menus, to create customized subsets of FAF5 data. Users can choose one of the three types of FAF5 data: Total Flows, Domestic Flows, and Foreign Trade Flows (Import and Export Flows). For access and a detailed description of the DTT, users can visit [ORNL FAF webpage](#).

- Total Flows contains the data associated with freight moved between domestic origins and domestic destinations and includes both domestic and foreign shipments. For import shipments, the origin of the flow is zone of entry (the FAF region or state of entry), and for export shipments, the destination of the flow is zone of exit (the FAF region or state of exit). Mode of transportation for Total Flows is the mode used within and between domestic regions or states.
- Domestic Flows contains only shipments associated with domestic freight moved between domestic origins and domestic destinations. Domestic movements of foreign trade flows (i.e., movements of international shipments inside the U.S.) are not included in the Domestic Flows. Mode of transportation for the Domestic Flows is the mode used within domestic regions or states.
- Foreign Trade Flows
 - Import Flows contains data associated with freight moved from foreign origins to domestic destinations. Geographies for this flow data include Foreign Origin, US Entry Region (Domestic Origin), and Domestic Destination. Mode of transportation consists of two parts: (1) foreign mode used between a foreign origin zone and a zone of entry in the United States and (2) domestic mode used between the zone of entry and its domestic destination.
 - Export Flows contains data associated with freight moved from domestic origins to foreign destinations. Geographies for this flow data include Domestic Origin, US Exit Region (Domestic Destination), and Foreign Destination. Mode of transportation consists of two parts: (1) domestic mode used between the domestic origin of the shipment and its zone of exit and (2) foreign mode used between the zone of exit and foreign destination.

2.3 Summary Statistics

FAF5 includes several pre-generated summary data products providing commonly used statistics. Statistics reports are typically Excel spreadsheets, which can be opened, viewed, and saved or downloaded for later processing.

Specifically, a series of Excel worksheets were generated using total flows that moved between domestic origins and destinations, including both domestic and foreign shipments. The foreign shipments represent flows between the region of entry and the destination for imported shipments and flows between the origin and the region of exit for exported shipments. Modes of transportation provided in these tables are the modes used within domestic regions. Geographies

for these domestic origins and destinations include both state and FAF zone. Five worksheets are available for the FAF5 base-year (2017) and the historical years (1997-2012) as follows:

- Tonnage/value for shipments within, from, and to state/FAF zone by trade type and mode
- Tonnage/value for shipments within, from, and to state/FAF zone by commodity
- Top ten commodities by tonnage/value shipped within, from, and to state/FAF zone
- Top five trade partners by tonnage/value
- Top 50 origin-destination pairs by tonnage/value

The worksheets contain a spreadsheet for each measure and its corresponding percentage of the total measure that is accessed by clicking on the appropriate tab at the bottom of the Excel worksheet. Note that “Million Dollars” is the unit of measure for value and “thousand tons” is the unit of measure for weight. These worksheets contain pivot tables that filter and format FAF data into easily readable and printable tables. When a worksheet is first opened, it defaults to display all states/FAF zones. A small filtering icon (▼) on the right-side of table headings allows you to change what is displayed by clicking on the icon and checking the desired box(s) in the drop-down menu. You should be aware that these filters do not carry over from spreadsheet to spreadsheet and you will need to select them for each one.

3 Code Tables and Data Dictionary

Table 1 FAF Modes

Code	Mode	Description
1	Truck	Includes private and for-hire trucks. Does not include truck that is part of Multiple Modes and Mail or truck moves in conjunction with domestic air cargo.
2	Rail	Includes any common carrier or private railroad. Does not include rail that is part of Multiple Modes and Mail .
3	Water	Includes shallow draft, deep draft, Great Lakes, and intra-port shipments. Does not include water that is part of Multiple Modes and Mail .
4	Air (includes truck-air)	Includes shipments move by air or a combination of truck and air in commercial or private aircraft. Includes air freight and air express. In the case of imports and exports by air, domestic moves by ground to and from the port of entry or exit are categorized with Truck .
5	Multiple Modes and Mail	Includes shipments by multiple modes and by parcel delivery services, U.S. Postal Service, or couriers (capped at 150 pounds). This category is not limited to containerized or trailer-on-flatcar shipments.
6	Pipeline	Includes crude petroleum, natural gas, and product pipelines. Note: It also includes pipeline flows from offshore wells to land, which are counted as Water moves by the U.S. Army Corps of Engineers. Does not include pipeline that is part of Multiple Modes and Mail .
7	Other and Unknown	Includes movements not elsewhere classified such as flyaway aircraft, and shipments for which the mode cannot be determined.
8	No Domestic Mode	Includes shipments that have an international mode, but no domestic mode and is limited to import shipments of crude petroleum transferred directly from inbound ships to a U.S. refinery at the zone of entry. This classification enables a proper accounting of flows that do not utilize any domestic transportation network.

Table 2 FAF Commodity Codes

Code	Commodity Description
01	Animals and Fish (live)
02	Cereal Grains (includes seed)
03	Agricultural Products (excludes Animal Feed, Cereal Grains, and Forage Products)
04	Animal Feed, Eggs, Honey, and Other Products of Animal Origin
05	Meat, Poultry, Fish, Seafood, and Their Preparations
06	Milled Grain Products and Preparations, and Bakery Products
07	Other Prepared Foodstuffs, Fats and Oils
08	Alcoholic Beverages and Denatured Alcohol
09	Tobacco Products
10	Monumental or Building Stone
11	Natural Sands
12	Gravel and Crushed Stone (excludes Dolomite and Slate)
13	Other Non-Metallic Minerals not elsewhere classified
14	Metallic Ores and Concentrates
15	Coal
16	Crude Petroleum
17	Gasoline, Aviation Turbine Fuel, and Ethanol (includes Kerosene, and Fuel Alcohols)
18	Fuel Oils (includes Diesel, Bunker C, and Biodiesel)
19	Other Coal and Petroleum Products, not elsewhere classified
20	Basic Chemicals
21	Pharmaceutical Products
22	Fertilizers
23	Other Chemical Products and Preparations
24	Plastics and Rubber
25	Logs and Other Wood in the Rough
26	Wood Products
27	Pulp, Newsprint, Paper, and Paperboard
28	Paper or Paperboard Articles
29	Printed Products
30	Textiles, Leather, and Articles of Textiles or Leather
31	Non-Metallic Mineral Products
32	Base Metal in Primary or Semi-Finished Forms and in Finished Basic Shapes
33	Articles of Base Metal
34	Machinery
35	Electronic and Other Electrical Equipment and Components, and Office Equipment
36	Motorized and Other Vehicles (includes parts)
37	Transportation Equipment, not elsewhere classified
38	Precision Instruments and Apparatus
39	Furniture, Mattresses and Mattress Supports, Lamps, Lighting Fittings, and Illuminated Signs
40	Miscellaneous Manufactured Products
41	Waste and Scrap (excludes of agriculture or food)
43	Mixed Freight

Table 3 FAF Domestic Regions

Code	FAF Region*	State	State/Remainder of State which includes Part of this CMA*	Type of Region†
011	Birmingham-Hoover-Talladega, AL CFS Area	AL		C
012	Mobile-Daphne-Fairhope, AL CFS Area	AL		C
019	Remainder of Alabama	AL		R
020	Alaska	AK		S
041	Phoenix-Mesa-Scottsdale, AZ CFS Area	AZ		M
042	Tucson-Nogales, AZ CFS Area	AZ		C
049	Remainder of Arizona	AZ		R
050	Arkansas	AR		S
061	Los Angeles-Long Beach, CA CFS Area	CA		C
062	Sacramento-Roseville, CA CFS Area	CA		C
063	San Diego-Carlsbad, CA CFS Area	CA		M
064	San Jose-San Francisco-Oakland, CA CFS Area	CA		C
065	Fresno-Madera, CA CFS Area	CA		C
069	Remainder of California	CA		R
081	Denver-Aurora, CO CFS Area	CO		C
089	Remainder of Colorado	CO		R
091	Hartford-West Hartford-East Hartford, CT CFS Area	CT		M
092	New York-Newark, NY-NJ-CT-PA CFS Area (CT Part)	CT	NY, NJ, PA	C
099	Remainder of Connecticut	CT		R
101	Philadelphia-Reading-Camden, PA-NJ-DE-MD CFS Area (DE Part)	DE	PA, NJ, MD	C
109	Remainder of Delaware	DE		R
111	Washington-Arlington-Alexandria, DC-VA-MD-WV CFS Area (DC Part)	DC	VA, MD, WV	SM
121	Jacksonville-St. Marys-Palatka, FL-GA CFS Area (FL Part)	FL	GA	C
122	Miami-Fort Lauderdale-Port St. Lucie, FL CFS Area	FL		C
123	Orlando-Deltona-Daytona Beach, FL CFS Area	FL		C
124	Tampa-St. Petersburg-Clearwater, FL CFS Area	FL		M
129	Remainder of Florida	FL		R
131	Atlanta-Athens-Clarke County-Sandy Springs, GA CFS Area	GA		C
132	Savannah-Hinesville-Statesboro, GA CFS Area	GA		C
139	Remainder of Georgia	GA		R
151	Urban Honolulu, HI CFS Area	HI		M
159	Remainder of Hawaii	HI		R
160	Idaho	ID		S
171	Chicago-Naperville, IL-IN-WI CFS Area (IL Part)	IL	IN, WI	C
172	St. Louis-St. Charles-Farmington, MO-IL CFS Area (IL Part)	IL	MO	C
179	Remainder of Illinois	IL		R
181	Chicago-Naperville, IL-IN-WI CFS Area (IN Part)	IN	IL, WI	C
182	Indianapolis-Carmel-Muncie, IN CFS Area	IN		C

Code	FAF Region*	State	State/Remainder of State which includes Part of this CMA*	Type of Region†
183	Fort Wayne-Huntington-Auburn, IN CFS Area	IN		C
189	Remainder of Indiana	IN		R
190	Iowa	IA		S
201	Kansas City-Overland Park-Kansas City, MO-KS CFS Area (KS Part)	KS	MO	C
202	Wichita-Arkansas City-Winfield, KS CFS Area	KS		C
209	Remainder of Kansas	KS		R
211	Cincinnati-Wilmington-Maysville, OH-KY-IN CFS Area (KY Part)	KY	OH, IN	C
212	Louisville/Jefferson County-Elizabethtown-Madison, KY-IN CFS Area (KY Part)	KY	IN	C
219	Remainder of Kentucky	KY		R
221	Baton Rouge, LA CFS Area	LA		M
222	Lake Charles-Jennings, LA CFS Area	LA		M
223	New Orleans-Metairie-Hammond, LA-MS CFS Area (LA Part)	LA	MS	C
229	Remainder of Louisiana	LA		R
230	Maine	ME		S
241	Baltimore-Columbia-Towson, MD CFS Area	MD		M
242	Washington-Arlington-Alexandria, DC-VA-MD-WV CFS Area (MD Part)	MD	DC, VA, WV	M
249	Remainder of Maryland	MD		R
251	Boston-Worcester-Providence, MA-RI-NH-CT CFS Area (MA Part)	MA	RI, NH, CT	C
259	Remainder of Massachusetts	MA		R
261	Detroit-Warren-Ann Arbor, MI CFS Area	MI		C
262	Grand Rapids-Wyoming-Muskegon, MI CFS Area	MI		C
269	Remainder of Michigan	MI		R
271	Minneapolis-St. Paul, MN-WI CFS Area (MN Part)	MN	WI	C
279	Remainder of Minnesota	MN		R
280	Mississippi	MS		S
291	Kansas City-Overland Park-Kansas City, MO-KS CFS Area (MO Part)	MO	KS	C
292	St. Louis-St. Charles-Farmington, MO-IL CFS Area (MO Part)	MO	IL	C
299	Remainder of Missouri	MO		R
300	Montana	MT		S
311	Omaha-Council Bluffs-Fremont, NE-IA CFS Area (NE Part)	NE	IA	C
319	Remainder of Nebraska	NE		R
321	Las Vegas-Henderson, NV-AZ CFS Area (NV Part)	NV	AZ	C
329	Remainder of Nevada	NV		R
331	Boston-Worcester-Providence, MA-RI-NH-CT CFS Area (NH Part)	NH	MA, RI, CT	C
339	Remainder of New Hampshire	NH		R

Code	FAF Region*	State	State/Remainder of State which includes Part of this CMA*	Type of Region†
341	New York-Newark, NY-NJ-CT-PA CFS Area (NJ Part)	NJ	NY, CT, PA	C
342	Philadelphia-Reading-Camden, PA-NJ-DE-MD CFS Area (NJ Part)	NJ	PA, DE, MD	C
350	New Mexico	NM		S
361	Albany-Schenectady, NY CFS Area	NY		C
362	Buffalo-Cheektowaga, NY CFS Area	NY		C
363	New York-Newark, NY-NJ-CT-PA CFS Area (NY Part)	NY	NJ, CT, PA	C
364	Rochester-Batavia-Seneca Falls, NY CFS Area	NY		C
369	Remainder of New York	NY		R
371	Charlotte-Concord, NC-SC CFS Area (NC Part)	NC	SC	C
372	Greensboro-Winston-Salem-High Point, NC CFS Area	NC		C
373	Raleigh-Durham-Chapel Hill, NC CFS Area	NC		C
379	Remainder of North Carolina	NC		R
380	North Dakota	ND		S
391	Cincinnati-Wilmington-Maysville, OH-KY-IN CFS Area (OH Part)	OH	KY, IN	C
392	Cleveland-Akron-Canton, OH CFS Area	OH		C
393	Columbus-Marion-Zanesville, OH CFS Area	OH		C
394	Dayton-Springfield-Sidney, OH CFS Area	OH		C
399	Remainder of Ohio	OH		R
401	Oklahoma City-Shawnee, OK CFS Area	OK		C
402	Tulsa-Muskogee-Bartlesville, OK CFS Area	OK		C
409	Remainder of Oklahoma	OK		R
411	Portland-Vancouver-Salem, OR-WA CFS Area (OR Part)	OR	WA	C
419	Remainder of Oregon	OR		R
421	Philadelphia-Reading-Camden, PA-NJ-DE-MD CFS Area (PA Part)	PA	NJ, DE, MD	C
422	Pittsburgh-New Castle-Weirton, PA-OH-WV CFS Area (PA Part)	PA	OH, WV	C
423	New York-Newark, NY-NJ-CT-PA CFS Area (PA Part)	PA	NY, NJ, CT	C
429	Remainder of Pennsylvania	PA		R
441	Boston-Worcester-Providence, MA-RI-NH-CT CFS Area (RI Part)	RI	MA, NH, CT	SM
451	Charleston-North Charleston, SC CFS Area	SC		M
452	Greenville-Spartanburg-Anderson, SC CFS Area	SC		C
459	Remainder of South Carolina	SC		R
460	South Dakota	SD		S
471	Memphis-Forrest City, TN-MS-AR CFS Area (TN Part)	TN	MS, AR	C
472	Nashville-Davidson-Murfreesboro, TN CFS Area	TN		C

Code	FAF Region*	State	State/Remainder of State which includes Part of this CMA*	Type of Region†
473	Knoxville-Morristown-Sevierville, TN CFS Area	TN		C
479	Remainder of Tennessee	TN		R
481	Austin-Round Rock, TX CFS Area	TX		M
482	Beaumont-Port Arthur, TX CFS Area	TX		M
483	Corpus Christi-Kingsville-Alice, TX CFS Area	TX		C
484	Dallas-Fort Worth, TX-OK CFS Area (TX Part)	TX	OK	C
485	El Paso-Las Cruces, TX-NM CFS Area (TX Part)	TX	NM	C
486	Houston-The Woodlands, TX CFS Area	TX		C
487	Laredo, TX CFS Area	TX		M
488	San Antonio-New Braunfels, TX CFS Area	TX		M
489	Remainder of Texas	TX		R
491	Salt Lake City-Provo-Orem, UT CFS Area	UT		C
499	Remainder of Utah	UT		R
500	Vermont	VT		S
511	Richmond, VA CFS Area	VA		M
512	Virginia Beach-Norfolk, VA-NC CFS Area (VA Part)	VA	NC	C
513	Washington-Arlington-Alexandria, DC-VA-MD-WV CFS Area (VA Part)	VA	DC, MD, WV	M
519	Remainder of Virginia	VA		R
531	Seattle-Tacoma, WA CFS Area	WA		C
532	Portland-Vancouver-Salem, OR-WA CFS Area (WA Part)	WA	OR	C
539	Remainder of Washington	WA		R
540	West Virginia	WV		S
551	Milwaukee-Racine-Waukesha, WI CFS Area	WI		C
559	Remainder of Wisconsin	WI		R
560	Wyoming	WY		S

* Many census metropolitan area (CMA) boundaries cross more than one state. Major subareas of a CMA are defined as separate FAF regions, one for each state. Small subareas of a CMA are included with the State or Rest of State region identified in this field.

† Type of Region codes:

C: Combined Statistical Area (CSA)

M: Metropolitan Statistical Area (MSA)

R: Rest of State-everything in a state that is not included in a CSA or MSA (RoS)

S: State that does not include a CSA or MSA

SM: Whole state is part of MSA

Table 4 FAF Foreign Regions

Code	FAF Region
801	Canada
802	Mexico
803	Rest of Americas
804	Europe
805	Africa
806	SW & Central Asia
807	Eastern Asia
808	SE Asia & Oceania

Table 5 Data Dictionary for FAF Dataset

Field	Description	Codes	Comment
fr_orig	Foreign region of shipment origin	<u>Table 4</u>	Import: Foreign Origin
dms_orig	FAF region or state where a freight movement begins the domestic portion of shipment. For imports, this is the US entry region where an import enters the United States.	<u>Table 3</u> FIPS code	Total/Domestic: Domestic Origin Import: US Entry Region Export: Domestic Origin
dms_dest	FAF region or state where a freight movement ends the domestic portion of shipment. For exports, this is the US exit region where an export leaves the United States.	<u>Table 3</u> FIPS code	Total/Domestic: Domestic Destination Import: Domestic Destination Export: US Exit Region
fr_dest	Foreign region of shipment destination	<u>Table 4</u>	Export: Foreign Destination
fr_inmode	Mode used between a foreign region and the US entry region for the imported goods	<u>Table 1</u>	Import: Foreign In-Mode
dms_mode	Mode used between domestic origins and destinations	<u>Table 1</u>	Total/Domestic: Domestic Mode Import: Mode from Entry Region to destination Export: Mode from origin to Exit Region
fr_outmode	Mode used between the US exit region and foreign region for the exported goods	<u>Table 1</u>	Export: Foreign Out-Mode
setg2	2-digit level of the Standard Classification of Transported Goods	<u>Table 2</u>	--
trade_type	Type of trade	1 Domestic Only 2 Import 3 Export	--
value	Total value (in 2017 dollar) of commodities shipped (unit: Million \$)	--	--
tons	Total weight of commodities shipped (unit: Thousand Tons)	--	--
current_value	Total value (in current dollar of each year) of commodities shipped (unit: Million \$)		

Appendix A: List of Foreign Countries by FAF Zone

FAF Zone	Foreign Region	Countries
801	Canada	Canada
802	Mexico	Mexico
803	Rest of Americas	Anguilla, Antigua and Barbuda, Argentina, Aruba, Bahamas, Barbados, Belize, Bermuda, Bolivia, Bonaire, Sint Eustatius and Saba, Brazil, British Virgin Islands, Cayman Islands, Chile, Colombia, Costa Rica, Cuba, Curacao, Dominica, Dominican Republic, Ecuador, El Salvador, Falkland Islands, French Guiana, Greenland, Grenada, Guadeloupe, Guatemala, Guyana, Haiti, Honduras, Jamaica, Martinique, Montserrat, Nicaragua, Panama, Paraguay, Peru, Puerto Rico, St. Barthelemy, St. Kitts and Nevis, St. Lucia, St. Martin, St. Pierre and Miquelon, St. Vincent and the Grenadines, Sint Maarten, Suriname, Trinidad and Tobago, Turks and Caicos Islands, U.S. Virgin Islands, Uruguay, and Venezuela
804	Europe	Aland Islands, Albania, Andorra, Austria, Belarus, Belgium, Bosnia and Herzegovina, Bulgaria, Channel Islands (Guernsey, Jersey, and Sark), Croatia, Czech Republic, Denmark, Estonia, Faroe Islands, Finland, France, Germany, Gibraltar, Greece, Hungary, Iceland, Ireland, Isle of Man, Italy, Latvia, Liechtenstein, Lithuania, Luxembourg, Malta, Moldova, Monaco, Montenegro, Netherlands, North Macedonia, Norway, Poland, Portugal, Romania, Russia, San Marino, Serbia, Slovakia, Slovenia, Spain, Svalbard and Jan Mayen Islands, Sweden, Switzerland, Ukraine, United Kingdom, and Vatican City
805	Africa	Algeria, Angola, Benin, Botswana, British Indian Ocean Territory, Burkina Faso, Burundi, Cameroon, Cape Verde, Central African Republic, Chad, Comoros, Congo (Brazzaville), Congo (Kinshasa), Djibouti, Egypt, Equatorial Guinea, Eritrea, Eswatini, Ethiopia, French Southern and Antarctic Lands, Gabon, Gambia, Ghana, Guinea, Guinea-Bissau, Ivory Coast, Kenya, Lesotho, Liberia, Libya, Madagascar, Malawi, Mali, Mauritania, Mauritius, Mayotte, Morocco, Mozambique, Namibia, Niger, Nigeria, Reunion, Rwanda, St. Helena, Sao Tome and Principe, Senegal, Seychelles, Sierra Leone, Somalia, South Africa, South Sudan, Sudan, Tanzania, Togo, Tunisia, Uganda, Western Sahara, Zambia, and Zimbabwe
806	Southern, Central, and Western Asia	Afghanistan, Armenia, Azerbaijan, Bahrain, Bangladesh, Bhutan, Cyprus, Georgia, India, Iran, Iraq, Israel, Jordan, Kazakhstan, Kuwait, Kyrgyzstan, Lebanon, Maldives, Nepal, Oman, Palestine, Pakistan, Qatar, Saudi Arabia, Sri Lanka, Syria, Tajikistan, Turkey, Turkmenistan, United Arab Emirates, Uzbekistan, and Yemen
807	Eastern Asia	China, Hong Kong, Japan, Macao, Mongolia, North Korea, South Korea, and Taiwan
808	Southeastern Asia and Oceania	American Samoa, Australia, Brunei, Cambodia, Christmas Island, Cocos Islands, Cook Islands, East Timor, Federated States of Micronesia, Fiji, French Polynesia, Guam, Heard and McDonald Islands, Indonesia, Kiribati, Laos, Malaysia, Marshall Islands, Myanmar, Nauru, New Caledonia, New Zealand, Niue, Norfolk Island, Northern Mariana Islands, Palau, Papua New Guinea, Philippines, Pitcairn Islands, Samoa, Singapore, Solomon Islands, Thailand, Tokelau, Tonga, Tuvalu, Vanuatu, Vietnam, and Wallis and Futuna

Appendix C

Critical Urban and Rural Freight Corridors

Route No.	Start Point	End Point	Length (miles)	CUFC and CRFC ID Codification*	Area**
Mercer CR 539 (Old York Road -East Windsor)	49.42	49.9	0.48	F	R
Monmouth CR 524 (Main Street -Farmingdale)	30.27	31.18	0.91	F	R
Monmouth CR 526	10.14	12.8	2.66	F	R
Monmouth CR 539	45.5	49.9	4.4	F	R
Monmouth CR 539 SPUR (Sharon Station Road)	0	2.3	2.3	F	R
Cape May CR 621 (Ocean Drive - Lower Twp)	1.5	2	0.5	F	R
NJ 49	5.37	8.3	2.93	F	R
Hunterdon CR 519	14.9	16.6	1.7	G	R
NJ 122	2.07	2.42	0.35	G	R
NJ 55	27.7	27.9	0.2	G	R
US 40	9.91	10.02	0.11	G	R
US 40	11.67	16.5	4.83	G	R
NJ 173	0.32	1.5	1.18	G	R
NJ 173	4.33	11	6.67	G	R
Atlantic Avenue (Camden)	0.09	0.75	0.66	J	U
Hudson CR 501	30.85	31.11	0.26	K	U
Hudson CR 501	33.94	34.22	0.28	K	U
Hudson CR 508	12.53	13.06	0.53	K	U
Essex CR 510	29.27	29.58	0.31	K	U
Morris CR 510W	0.3	0.7	0.4	K	U
Middlesex CR 514	28.8	29.24	0.44	K	U
Union CR 514	40	40.29	0.29	K	U
Middlesex CR 527	42.84	42.92	0.08	K	U
Somerset CR 527	53	53.12	0.12	K	U
Middlesex CR 535	17.02	17.69	0.67	J	U
Monmouth CR 547	20	20.79	0.79	K	U
Mercer CR 571	41.96	42.5	0.54	K	U
Camden CR 603 (Ferry Avenue - Camden)	0	0.36	0.36	J	U
Union CR 615 (Stiles Street -Linden)	0	1.37	1.37	K	U
Hudson CR 659 (Central Avenue -Kearny)	1.7	1.8	0.1	K	U
Cumberland CR 674 (Garden Road- Vineland)	0.7	0.8	0.1	J	U
Delancy Street (Newark)	0	1	1	J	U
Morgan Blvd. (Camden)	0.21	1.09	0.88	J	U
NJ 124	0	0.39	0.39	K	U
NJ 130	45.3	46.46	1.16	K	U
NJ 139	0	0.47	0.47	K	U
NJ 140	0	0.99	0.99	K	U
NJ 168	6.6	7.42	0.82	K	U
NJ 173	0	0.32	0.32	K	U
NJ 173	1.5	4.33	2.83	K	U
NJ 173	11	11.6	0.6	K	U
NJ 18	39.56	40.9	1.34	K	U
NJ 24	0	1.2	1.2	K	U
NJ 24	9.6	10.42	0.82	K	U
NJ 27	35.28	35.35	0.07	K	U
NJ 28	7.86	8.09	0.23	K	U
NJ 28	2	2.66	0.66	K	U
NJ 31	4.84	7.7	2.86	K	U
NJ 32	0	1.18	1.18	J	U
NJ 33	35.86	36.15	0.29	K	U
NJ 35	49.2	49.36	0.16	K	U
NJ 35	33.84	34	0.16	K	U
NJ 38	0	0.4	0.4	K	U

NJ 4	2.9	3.54	0.64	K	U
NJ 4	10.1	10.59	0.49	K	U
NJ 413	0.4	0.75	0.35	K	U
NJ 42	13.82	14.28	0.46	K	U
NJ 439	0.34	1	0.66	J	U
NJ 439	1.71	2.16	0.45	J	U
NJ 44	2.2	5.5	3.3	K	U
NJ 45	26.3	26.6	0.3	K	U
NJ 49	0	5.37	5.37	J	U
NJ 49	8.3	8.5	0.2	J	U
NJ 495	0.9	1.33	0.43	J	U
NJ 495	2	2.5	0.5	K	U
NJ 495 ramp	ramp	ramp	0.1	J	U
NJ 55	24.5	24.7	0.2	K	U
NJ 56	7.65	9.18	1.53	K	U
NJ 56	8.1	8.3	0.2	K	U
NJ 7	0	0.73	0.73	J	U
NJ 73	27	27.68	0.68	K	U
NJ 82	0	0.29	0.29	K	U
NJ 93	0	0.2	0.2	K	U
NJ 93	0.56	0.92	0.36	K	U
S. 2nd Street (Camden)	0	0.6	0.6	J	U
US 1	0.1	2.5	2.4	K	U
US 1	5.98	14	8.02	I	U
US 130	41.5	41.7	0.2	K	U
US 130	34.06	34.16	0.1	K	U
US 130	50.06	50.25	0.19	K	U
US 130	54.9	55.8	0.9	K	U
US 130	33.08	33.15	0.07	J	U
US 130	71.6	72.09	0.49	J	U
US 130	74.1	74.6	0.5	J	U
US 130	50.8	50.9	0.1	K	U
US 130	50.05	50.15	0.1	K	U
US 130	49.5	49.6	0.1	K	U
US 130	48.9	49	0.1	K	U
US 130	47.1	47.2	0.1	K	U
US 130	41.55	41.65	0.1	K	U
US 202	11.44	11.91	0.47	K	U
US 202/206	23.9	25.2	1.3	K	U
US 206	33.6	34	0.4	K	U
US 206	66.36	68.6	2.24	K	U
US 206	108.97	109.49	0.52	K	U
US 22	33.88	37.14	3.26	K	U
US 22	57.2	57.3	0.1	K	U
US 22	4.02	4.89	0.87	K	U
US 30/US 130	3	3.3	0.3	K	U
US 40	10.02	11.67	1.65	K	U
US 46	69.52	70.42	0.9	K	U
US 46	55	56	1	K	U
US 46	71.52	72.09	0.57	K	U
US 46	56	56.5	0.5	K	U
US 9	129.57	130.46	0.89	K	U
US 9	129.7	130.2	0.5	K	U
US 9	132.5	133.36	0.86	K	U
US 9	136.06	136.38	0.32	K	U
US 9	101.4	102	0.6	K	U

*** CUFC and CRFC ID Codification**

F - provides access to significant air, rail, water, or other freight facilities

G - corridor that is vital to improving the efficient movement of freight of importance to the economy of the State

H – connects an intermodal facility to the PHFS, the Interstate System, or an intermodal freight facility

I – located within a corridor of a route on the PHFS and provides an alternative highway option important to goods movement

J – serves a major freight generator, logistic center, or manufacturing and warehouse industrial land

K – corridor that is important to the movement of freight within the region, as determined by the MPO or the State

****Area**

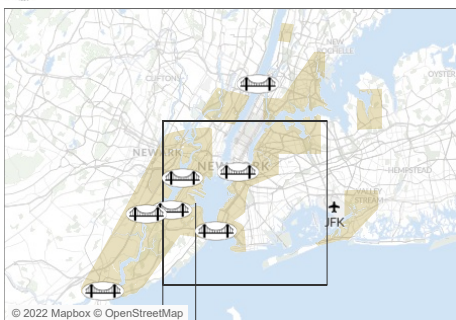
U – Urban

R - Rural

Appendix D

Bureau of Transportation Statistics Port Profiles

New York, NY & NJ

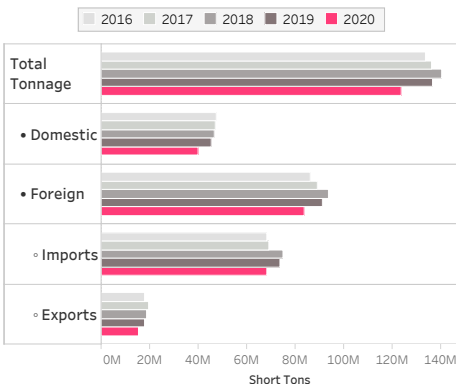


State	New Jersey and New York
Region	Atlantic Coast
Port Authority	Port Authority of New York and New Jersey
Governance	Special District
Port Updates	In 2020, PANYNJ was awarded a \$420,000 DERA grant from EPA to replace terminal tractors. PANYNJ was awarded a \$750,000 port security grant from FEMA for implementing port facility security plans or other efforts such as mitigating security risk, supporting recovery, and improving resiliency.

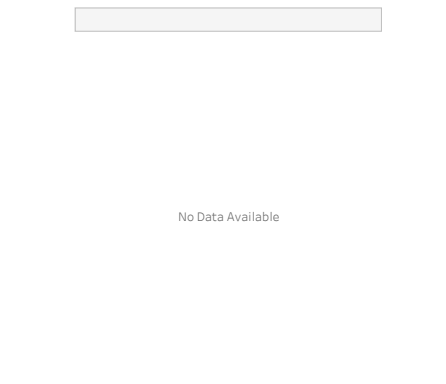
PORT LIST RANKINGS

Tonnage		No Data Available	Containers	
Year	Rank		Year	Rank
2016	3	2016	3	
2017	3	2017	3	
2018	3	2018	3	
2019	3	2019	2	
2020	4	2020	3	

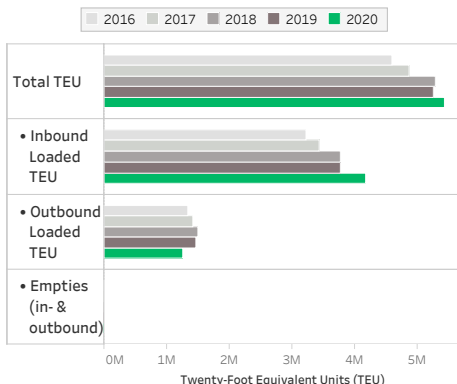
TONNAGE CARGO THROUGHPUT



DRY BULK CARGO THROUGHPUT



CONTAINER CARGO THROUGHPUT



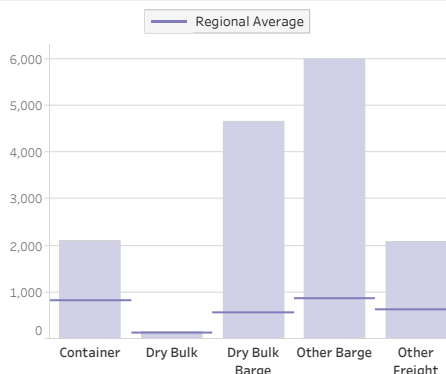
TOP COMMODITIES IN 2020

123,697,438 short tons of Total Tonnage

Commodity	Short Tons	2019 - 2020
Gasoline	21,686,434	▼ 17.1%
Distillate Fuel Oil	15,603,826	▼ 19.3%
Residual Fuel Oil	9,316,656	▼ 2.4%
Crude Petroleum	8,100,686	▼ 14.8%
Manufac. Prod. NEC	5,673,726	▲ 3.2%
All Others	63,316,110	▼ 4.8%

*NEC = Not elsewhere classified

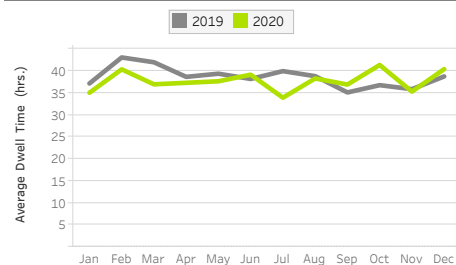
VESSEL CALLS IN 2020 & REGIONAL AVERAGE



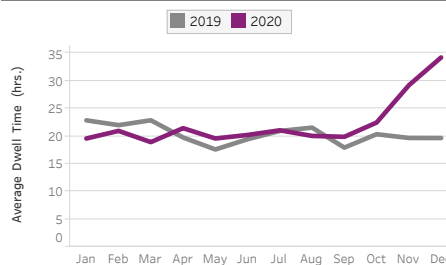
AVERAGE CARGO VOLUMES PER VESSEL CALL IN 2020

Category	Vessel Calls	Avg. Volume/Vessel
Container	2,109	2,579
Dry Bulk	144	34,114
Dry Bulk Barge	4,654	1,023
Other Barge	5,996	-
Other Freight	2,078	-

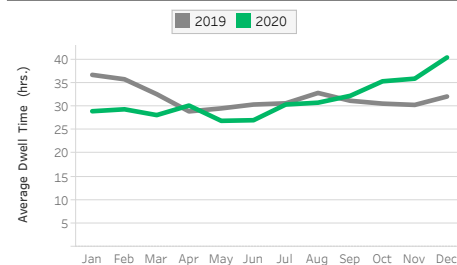
AVERAGE TANKER VESSEL DWELL TIME HOURS



AVERAGE RORO VESSEL DWELL TIME HOURS



AVERAGE CONTAINER VESSEL DWELL TIME HOURS

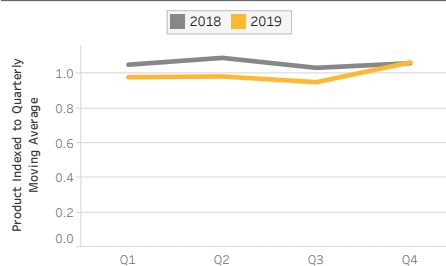


TOP FOOD & FARM PRODUCTS IN 2020

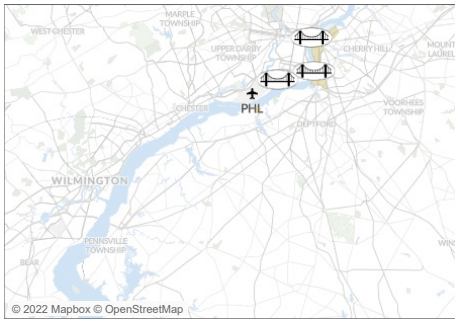
Alcoholic Beverages	2,311,450 short tons
Food Products NEC	1,926,404 short tons
Vegetables & Prod.	1,735,764 short tons
Fruit Juices	1,380,102 short tons
Soybeans	713,576 short tons

*NEC = Not elsewhere classified

2018 - 2019 FOOD & FARM PRODUCT INDEX



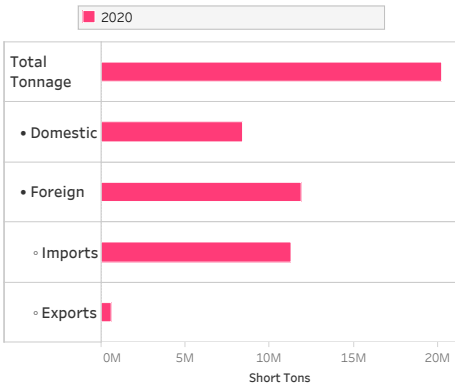
South Jersey Port, NJ



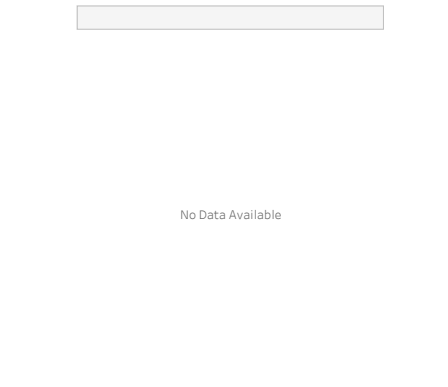
State	New Jersey
Region	Atlantic Coast
Port Authority	South Jersey Port Corporation
Governance	State
Port Updates	In 2020, SJPC has been awarded a \$6 million Rail Freight Assistance Grant from the NJDOT in 2020 to facilitate and expand rail cargo transportation at the Joseph A. Balzano Marine Terminal.

PORT LIST RANKINGS	
Containers	
Year	Rank
No Data Available	No Data Available
2020	24

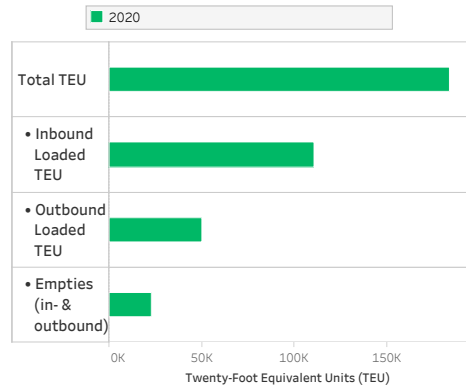
TONNAGE CARGO THROUGHPUT



DRY BULK CARGO THROUGHPUT



CONTAINER CARGO THROUGHPUT



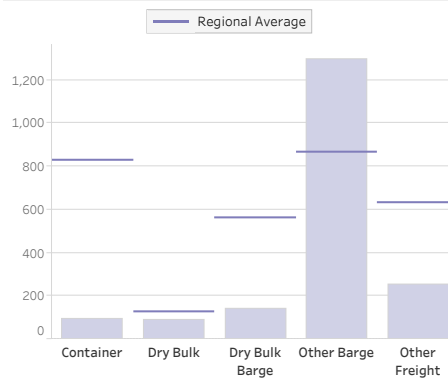
TOP COMMODITIES IN 2020

20,254,325 short tons of Total Tonnage

Commodity	Short Tons	2019 - 2020
Crude Petroleum	6,594,511	0.0%
Distillate Fuel Oil	2,242,137	0.0%
Residual Fuel Oil	2,079,337	0.0%
Gasoline	1,574,217	0.0%
Naphtha & Solvents	1,017,681	0.0%
All Others	6,746,442	0.0%

*NEC = Not elsewhere classified

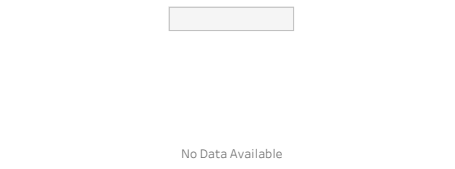
VESSEL CALLS IN 2020 & REGIONAL AVERAGE



AVERAGE CARGO VOLUMES PER VESSEL CALL IN 2020

Category	Vessel Calls	Avg. Volume/Vessel
Container	92	1,998
Dry Bulk	87	28,018
Dry Bulk Barge	141	6,840
Other Barge	1,298	-
Other Freight	253	-

AVERAGE TANKER VESSEL DWELL TIME HOURS



AVERAGE RORO VESSEL DWELL TIME HOURS



AVERAGE CONTAINER VESSEL DWELL TIME HOURS

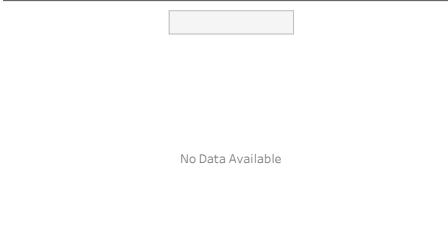


TOP FOOD & FARM PRODUCTS IN 2020

Bananas & Plantains	458,370 short tons
Fruit & Nuts NEC	434,253 short tons
Groceries	223,161 short tons
Food Products NEC	35,425 short tons
Cocoa Beans	28,833 short tons

*NEC = Not elsewhere classified

2018 - 2019 FOOD & FARM PRODUCT INDEX



Appendix E

Investment Plan Data

Section 1: Freight Projects by Funding Source

- A. CMAQ
- B. FBF
- C. HSIP
- D. INFRA
- E. NHFP
- F. NHPP
- G. RHC
- H. STBGP
- I. TTF

Section 2: Freight Projects by MPO

- A. DVRPC
- B. NJTPA
- C. SJTPO
- D. Statewide

Appendix E

Investment Plan Data

Section 1: Freight Projects by Funding Source

A. CMAQ

FY 2022-2031 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

New Jersey Department of Transportation

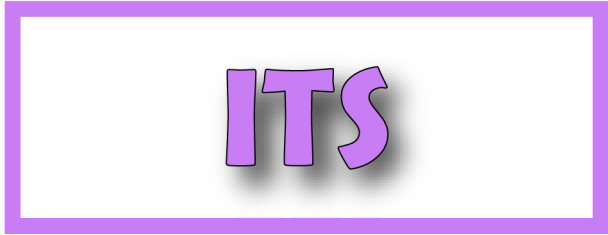
Intelligent Traffic Signal Systems

DBNUM: 15343 **UPC:** 153430 **MILEPOST(S):**
COUNTY: Various
MUNICIPALITY: Various

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

ASSET MANAGEMENT CATEGORY: Congestion Relief - Intelligent Transportation Systems **SPONSOR:** NJDOT
AIR QUALITY CODE (NON-EXEMPT / EXEMPT): NRS NR2 NR2 (Exempt)
FINANCIAL PLAN REQUIREMENT:
STRUCTURE NO.: N/A **LEGISLATIVE DISTRICT:** Various

			<i>Amounts in Millions of Dollars</i>									
MPO	PHASE	FUND	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031
Statewide	ERC	CMAQ	\$8.677	\$11.234	\$11.802	\$14.467	\$15.000	\$15.000	\$15.000	\$15.000	\$15.000	\$15.000



FY 2022-2031 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

New Jersey Department of Transportation

New Jersey Regional Signal Retiming Initiative

DBNUM: D1601	UPC: 163170	MILEPOST(S):	
COUNTY: Burlington	Camden	Gloucester	Mercer
MUNICIPALITY: Various			

This project reduces congestion and improves air quality by optimizing progression on signalized 500 and 600 routes in DVRPC’s New Jersey counties. These improvements are designed to enhance mobility and promote integrated corridor management strategies. Corridors will be selected by representatives of DVRPC member governments, DVRPC, and NJDOT, with reference to the current Regional Transportation Operations Master Plan and other appropriate data. After obtaining supportive MOUs from signal owner-operators along a selected corridor, signal timing plans will be developed and implemented by consultants to DVRPC for peak hour, off-peak, weekend, event, and emergency operations, as appropriate. After implementation, signal system owner-operators will be responsible for maintaining the timing plan and implementing related physical improvements, if recommended

ASSET MANAGEMENT CATEGORY: Congestion Relief - Air Quality

SPONSOR: DVRPC

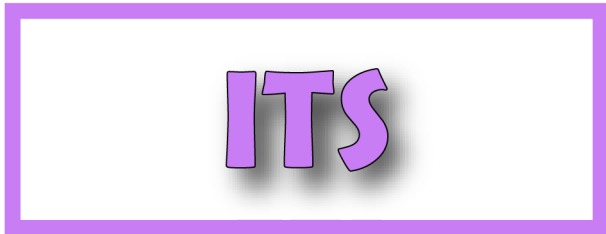
AIR QUALITY CODE (NON-EXEMPT / EXEMPT): NRS (Exempt)

FINANCIAL PLAN REQUIREMENT:

STRUCTURE NO.: N/A

LEGISLATIVE DISTRICT: Various

			<i>Amounts in Millions of Dollars</i>									
MPO	PHASE	FUND	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031
DVRPC	PLS	CMAQ	\$0.350	\$0.350	\$0.350	\$0.350	\$0.350	\$0.350	\$0.350	\$0.350	\$0.350	\$0.350
DVRPC	PLS	STBGP-PHILA	\$0.030	\$0.030	\$0.030	\$0.030	\$0.030	\$0.030	\$0.030	\$0.030	\$0.030	\$0.030



FY 2022-2031 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

New Jersey Department of Transportation

Route 57/182/46, Hackettstown Mobility Improvements

DBNUM: 9237	UPC: 950409	MILEPOST(S): 0.00 - 0.96
COUNTY: Warren	Morris	
MUNICIPALITY: Hackettstown Town	Washington Twp	

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.

ASSET MANAGEMENT CATEGORY: Congestion Relief - Highway Operational Improvements

SPONSOR: NJDOT

AIR QUALITY CODE (NON-EXEMPT / EXEMPT): (Exempt)

FINANCIAL PLAN REQUIREMENT:

STRUCTURE NO.: N/A

LEGISLATIVE DISTRICT: 23 25

	<i>Amounts in Millions of Dollars</i>											
MPO	PHASE	FUND	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031
NJTPA	CON	CMAQ	\$5.890									



FY 2022-2031 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

New Jersey Department of Transportation

Route 202, First Avenue Intersection Improvements

DBNUM: 02372B **UPC:** 023722 **MILEPOST(S):** 23.90 - 24.10
COUNTY: Somerset
MUNICIPALITY: Raritan Boro

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

ASSET MANAGEMENT CATEGORY: Congestion Relief - Highway Operational Improvements

SPONSOR: NJDOT

AIR QUALITY CODE (NON-EXEMPT / EXEMPT): NR1, NR2 (Exempt)

FINANCIAL PLAN REQUIREMENT:

STRUCTURE NO.: N/A

LEGISLATIVE DISTRICT: 23

			<i>Amounts in Millions of Dollars</i>									
MPO	PHASE	FUND	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031
NJTPA	ROW	CMAQ	\$3.267									
NJTPA	CON	CMAQ			\$7.433							

Capacity

Appendix E

Investment Plan Data

Section 1: Freight Projects by Funding Source

B. FBF

FY 2022-2031 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

New Jersey Department of Transportation

Ferry Program			
DBNUM:	00377	UPC: 003770	MILEPOST(S): 0.00 - 0.00
COUNTY:	Various		
MUNICIPALITY:	Various		

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

ASSET MANAGEMENT CATEGORY: Multimodal Programs - Ferries	SPONSOR: NJDOT
AIR QUALITY CODE (NON-EXEMPT / EXEMPT): NRS NA MT8 (Exempt)	
FINANCIAL PLAN REQUIREMENT:	
STRUCTURE NO.: N/A	LEGISLATIVE DISTRICT: Various

			<i>Amounts in Millions of Dollars</i>									
MPO	PHASE	FUND	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031
Statewide	ERC	FBP	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000



Appendix E

Investment Plan Data

Section 1: Freight Projects by Funding Source

C. HSIP

FY 2022-2031 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

New Jersey Department of Transportation

Safety Programs

DBNUM: 19370 **UPC:** 193700 **MILEPOST(S):**
COUNTY: Various
MUNICIPALITY: Various

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.

ASSET MANAGEMENT CATEGORY: Safety Management - Safety Improvements

SPONSOR: NJDOT

AIR QUALITY CODE (NON-EXEMPT / EXEMPT): S6 S6 S6 (Exempt)

FINANCIAL PLAN REQUIREMENT:

STRUCTURE NO.:

LEGISLATIVE DISTRICT: Various

MPO	PHASE	FUND	<i>Amounts in Millions of Dollars</i>									
			FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031
Statewide	ERC	STATE	\$0.250	\$0.250	\$0.250	\$0.250	\$0.250	\$0.250	\$0.250	\$0.250	\$0.250	\$0.250
Statewide	ERC	HSIP	\$18.309	\$12.302	\$12.193	\$10.503	\$13.781	\$14.000	\$14.000	\$14.000	\$14.000	\$14.000



FY 2022-2031 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

New Jersey Department of Transportation

Local Safety/ High Risk Rural Roads Program

DBNUM: 04314 **UPC:** 043140 **MILEPOST(S):** 0.00 - 0.00
COUNTY: Various
MUNICIPALITY: Various

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.

ASSET MANAGEMENT CATEGORY: Local System Support - Local Safety Improvements

SPONSOR: Local Lead

AIR QUALITY CODE (NON-EXEMPT / EXEMPT): S6 S6 S3 (Exempt)

FINANCIAL PLAN REQUIREMENT:

STRUCTURE NO.: N/A

LEGISLATIVE DISTRICT: Various

MPO	PHASE	FUND	<i>Amounts in Millions of Dollars</i>									
			FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031
DVRPC	ERC	HSIP	\$2.828	\$1.812	\$2.500			\$2.044	\$3.000	\$3.000	\$3.000	\$3.000
NJTPA	ERC	HSIP	\$17.000	\$14.938	\$14.806	\$16.396	\$17.000	\$17.000	\$17.000	\$17.000	\$17.000	\$17.000
SJTPO	ERC	HSIP	\$2.000	\$1.757	\$1.742	\$1.929	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000



FY 2022-2031 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

New Jersey Department of Transportation

Parkway Avenue (CR 634), Scotch Road (CR 611) to Route 31 (Pennington Road)

DBNUM: D1910 **UPC:** 193680 **MILEPOST(S):** 2.20 - 4.40
COUNTY: Mercer
MUNICIPALITY: Ewing Twp Trenton City

The project's primary goals include: reduce the frequency and severity of crashes within the project corridor; improve mobility and accessibility for bicyclists and pedestrians; and upgrade the corridor to comply with NJDOT, Mercer County, and municipal Complete Streets Policy. In November 2015, the CR 634 (Parkway Avenue) corridor from CR 611 (Scotch Road) to NJ 31 (Pennington Road) was identified as the top candidate in the NJDOT-led Regional Road Diet Pilot Program and as DVRPC's top candidate to advance to Concept Development. The proposed Preliminary Preferred Alternative (PPA) from the 2019 HSIP funded Concept Development study includes elements such as a 3-lane road diet throughout the corridor with TWLTL and bicycle lanes from Scotch Road to Parkside and 2-lane section with bike lanes from Parkside to Olden Avenue; retrofit signalized intersections where possible to accommodate new intersection approaches; and converting five (5) existing signalized intersections at Scotch Road, Lower Ferry Road, Farrell Avenue, Olden Avenue, and Pennington Road to modern roundabouts. Project will also consider improvements for intersections, substandard design elements, ADA compliancy, drainage, and signal upgrades.

ASSET MANAGEMENT CATEGORY: Local System Support - Local Roadway Improvements **SPONSOR:** Mercer County

AIR QUALITY CODE (NON-EXEMPT / EXEMPT): 2035M (Exempt)

FINANCIAL PLAN REQUIREMENT:

STRUCTURE NO.: N/A

LEGISLATIVE DISTRICT: 15

MPO	PHASE	FUND	Amounts in Millions of Dollars												
			FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031			
DVRPC	DES	HSIP		\$0.450											
DVRPC	CON	HSIP				\$3.000	\$3.000	\$0.956							



FY 2022-2031 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

New Jersey Department of Transportation

Rail-Highway Grade Crossing Program, Federal

DBNUM: X35A1 **UPC:** 800027 **MILEPOST(S):**
COUNTY: Various
MUNICIPALITY: Various

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.

ASSET MANAGEMENT CATEGORY: Safety Management - Safety Improvements

SPONSOR: NJDOT

AIR QUALITY CODE (NON-EXEMPT / EXEMPT): S1 S1 S8 (Exempt)

FINANCIAL PLAN REQUIREMENT:

STRUCTURE NO.: N/A

LEGISLATIVE DISTRICT: Various

MPO	PHASE	FUND	<i>Amounts in Millions of Dollars</i>											
			FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031		
DVRPC	EC	HSIP	\$2.521											
DVRPC	EC	RHC	\$0.000	\$0.919	\$0.923	\$0.927	\$0.931	\$0.935	\$0.939	\$0.943	\$0.947	\$0.951		
DVRPC	EC	RHC-PHILA	\$0.615											
NJTPA	EC	HSIP	\$11.679											
NJTPA	EC	RHC	\$1.371	\$2.796	\$2.808	\$2.821	\$2.833	\$2.845	\$2.858	\$2.870	\$2.883	\$2.895		
NJTPA	EC	RHC-NY/NWK	\$3.289											
SJTPO	EC	HSIP	\$0.278											
SJTPO	EC	RHC	\$0.000	\$0.280	\$0.281	\$0.282	\$0.283	\$0.285	\$0.286	\$0.287	\$0.288	\$0.290		
Statewide	EC	RHC-FLEX	\$1.999											



Safety

FY 2022-2031 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

New Jersey Department of Transportation

Sicklerville Road (CR 705) and Erial Road (CR 706) Systemic Roundabout

DBNUM: D1913 **UPC:** 193760 **MILEPOST(S):**
COUNTY: Camden
MUNICIPALITY: Winslow Township

Funds would provide for a roundabout at the intersection CR 705 (Sicklerville Road) and CR 706 (Erial Road) in Winslow Township. The location features a three-leg intersection with skewed alignment and is governed by a stop sign on CR 706. The skewed alignment of the intersection leads to crashes because drivers cannot see well around the corner of the intersection. A roundabout will replace the existing problematic intersection geometry with a circle, thereby allowing drivers a clear visual throughout the entire intersection. There are also multiple occurrences of rear end crashes at the stop sign on CR 706 (Erial Rd) where cars wait to turn onto CR 705 (Sicklerville Rd). The roundabout will alleviate this problem since drivers will slow and yield instead of being required to make a full stop. Further, the existing intersection enables drivers on CR 705 to travel at a high rate of speed toward the nearby intersection of CR 705 and CR 536 (Malaga Road). A roundabout at the intersection of CR 706 and CR 705 will force drivers to slow down, resulting in slower speeds through the intersection of CR 705 and CR 536 and greater driver reaction time. DVRPC's 2009 Regional Roundabout Analysis, Phase II identified this intersection as a priority site for investigation into a roundabout conversion.

ASSET MANAGEMENT CATEGORY: Safety Management - Safety Improvements **SPONSOR:** Camden County

AIR QUALITY CODE (NON-EXEMPT / EXEMPT): R1 (Exempt)

FINANCIAL PLAN REQUIREMENT:

STRUCTURE NO.: N/A **LEGISLATIVE DISTRICT:** 4

MPO	PHASE	FUND	Amounts in Millions of Dollars										
			FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	
DVRPC	DES	HSIP	\$0.172										
DVRPC	CON	HSIP				\$0.500							
DVRPC	CON	STBGP-PHILA				\$1.018							



FY 2022-2031 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

New Jersey Department of Transportation

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

DBNUM: 12408B **UPC:** 158100 **MILEPOST(S):** 6.05 - 8.26
COUNTY: Essex
MUNICIPALITY: Belleville Twp Nutley Twp

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

ASSET MANAGEMENT CATEGORY: Road Assets - Highway Rehab and Recon

SPONSOR: NJDOT

AIR QUALITY CODE (NON-EXEMPT / EXEMPT): S10, AQ2 (Exempt)

FINANCIAL PLAN REQUIREMENT:

STRUCTURE NO.: N/A

LEGISLATIVE DISTRICT: 29 28

			<i>Amounts in Millions of Dollars</i>									
MPO	PHASE	FUND	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031
NJTPA	ROW	STATE	\$0.500									
NJTPA	CON	HSIP			\$11.500							

Pavement

FY 2022-2031 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

New Jersey Department of Transportation

Route 15 and Berkshire Valley Road (CR 699)

DBNUM: 13350 **UPC:** 133500 **MILEPOST(S):** 3.79 - 4.13
COUNTY: Morris
MUNICIPALITY: Jefferson Twp

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.

ASSET MANAGEMENT CATEGORY: Safety Management - Safety Improvements **SPONSOR:** NJDOT

AIR QUALITY CODE (NON-EXEMPT / EXEMPT): Nr1, NR2 (Exempt)

FINANCIAL PLAN REQUIREMENT:

STRUCTURE NO.: N/A **LEGISLATIVE DISTRICT:** 26

MPO	PHASE	FUND	<i>Amounts in Millions of Dollars</i>									
			FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031
NJTPA	CON	HSIP	\$6.130									

Pavement

FY 2022-2031 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

New Jersey Department of Transportation

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

DBNUM: 14357 **UPC:** 143570 **MILEPOST(S):** 0.74 - 2.62
COUNTY: Monmouth
MUNICIPALITY: Neptune Twp

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

ASSET MANAGEMENT CATEGORY: Safety Management - Safety Improvements

SPONSOR: NJDOT

AIR QUALITY CODE (NON-EXEMPT / EXEMPT): 2030M (Exempt)

FINANCIAL PLAN REQUIREMENT:

STRUCTURE NO.: N/A

LEGISLATIVE DISTRICT: 11

Amounts in Millions of Dollars

MPO PHASE FUND

FY 2022 FY 2023 FY 2024 FY 2025 FY 2026 FY 2027 FY 2028 FY 2029 FY 2030 FY 2031

NJTPA CON HSIP

\$22.150

Pavement

FY 2022-2031 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

New Jersey Department of Transportation

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

DBNUM: 15395	UPC: 153950	MILEPOST(S): 2.00 - 3.95
COUNTY: Union		
MUNICIPALITY: Elizabeth City	Union Twp	Hillside Twp

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

ASSET MANAGEMENT CATEGORY: Road Assets - Highway Resurfacing

SPONSOR: NJDOT

AIR QUALITY CODE (NON-EXEMPT / EXEMPT): S10 (Exempt)

FINANCIAL PLAN REQUIREMENT:

STRUCTURE NO.: N/A

LEGISLATIVE DISTRICT: 20 33

Amounts in Millions of Dollars

MPO	PHASE	FUND	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031
NJTPA	CON	HSIP	\$0.847									
NJTPA	CON	NHPP	\$7.853									

Pavement

Appendix E

Investment Plan Data

Section 1: Freight Projects by Funding Source

D. INFRA

FY 2022-2031 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

New Jersey Department of Transportation

Port of Salem Improvements

DBNUM: PS2201 **UPC:** 223440 **MILEPOST(S):**
COUNTY: Salem
MUNICIPALITY: Salem City

The proposed INFRA Project involves several key components that include: (1) 500 linear foot bulkhead rehabilitation and extension (2) dredging of the berth to -16.5 feet (3) acquisition of an adjacent 6-acre former glass manufacturing facility and (4) site preparation, improvements and a refurbished multi-modal rail connection.

ASSET MANAGEMENT CATEGORY: **SPONSOR:** SJTPO
AIR QUALITY CODE (NON-EXEMPT / EXEMPT): S1
FINANCIAL PLAN REQUIREMENT:
STRUCTURE NO.: **LEGISLATIVE DISTRICT:** 2

MPO	PHASE	FUND	<i>Amounts in Millions of Dollars</i>										
			FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	
SJTPO	ERC	INFRA	\$9.000										



FY 2022-2031 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

New Jersey Department of Transportation

Port Street Corridor Improvement Project

DBNUM: PA2201 **UPC:** 223160 **MILEPOST(S):**
COUNTY: Essex
MUNICIPALITY: Newark

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

ASSET MANAGEMENT CATEGORY: Multimodal Programs - Goods Movement **SPONSOR:** PANYNJ
AIR QUALITY CODE (NON-EXEMPT / EXEMPT): NR2, NR4 (Exempt)
FINANCIAL PLAN REQUIREMENT:
STRUCTURE NO.: **LEGISLATIVE DISTRICT:**

MPO	PHASE	FUND	<i>Amounts in Millions of Dollars</i>											
			FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031		
NJTPA	CON	INFRA	\$5.831	\$14.771	\$10.495	\$6.414	\$5.636	\$0.855						
NJTPA	CON	PANYNJ	\$9.170	\$23.229	\$16.505	\$10.086	\$8.864	\$1.345						



Appendix E

Investment Plan Data

Section 1: Freight Projects by Funding Source

E. NHFP

FY 2022-2031 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

New Jersey Department of Transportation

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

DBNUM: 11415 **UPC:** 114150 **MILEPOST(S):** 56.00 - 65.40
COUNTY: Passaic **Bergen**
MUNICIPALITY: Various

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

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

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

ASSET MANAGEMENT CATEGORY: Road Assets - Highway Rehab and Recon

SPONSOR: NJDOT

AIR QUALITY CODE (NON-EXEMPT / EXEMPT): 2040M (Exempt)

FINANCIAL PLAN REQUIREMENT: This project is part of a Major Project which is defined as a project with a total estimated cost of \$500 million or more that is receiving federal financial assistance and an annual financial management plan is required to be prepared.

STRUCTURE NO.: Various

LEGISLATIVE DISTRICT: 35 37 38 40

MPO	PHASE	FUND	Amounts in Millions of Dollars										
			FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	
NJTPA	DES	NHPP	\$0.000		\$30.000		\$9.000						
NJTPA	ROW	NHPP		\$0.000		\$4.000							
NJTPA	CON	NHFP-HWY						\$52.865	\$56.905	\$61.254	\$65.936	\$70.975	\$76.399
NJTPA	CON	NHPP							\$44.612				\$201.215

Capacity

FY 2022-2031 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

New Jersey Department of Transportation

Route 295/42/I-76, Direct Connection, Contract 4

DBNUM: 355E **UPC:** 113030 **MILEPOST(S):** 26.41 - 27.80
COUNTY: Camden
MUNICIPALITY: Bellmawr Boro Mount Ephraim Boro

This project relieves the existing bottleneck at the interchange by constructing; a direct connection on I-295 and other highway improvements that will reduce congestion and enhance traffic operations and safety throughout the project area. The improvements include; a six lane mainline through the interchange, elimination of dangerous merging and weaving movements, upgrades to ramp geometry and the addition of shoulders throughout the interchange. Contract 4 includes the reconstruction of I-76 and Route 42 along the entire project limits; the completion of new Ramps C & F, and the completion the new I-295 Northbound direct connection. Contract 4 is a breakout of "Route 295/42/I-76, Direct Connection, Camden County".

This project relieves the existing bottleneck at the interchange by constructing; a direct connection on I-295 and other highway improvements that will reduce congestion and enhance traffic operations and safety throughout the project area. The improvements include; a six lane mainline through the interchange, elimination of dangerous merging and weaving movements, upgrades to ramp geometry and the addition of shoulders throughout the interchange. Contract 4 includes the reconstruction of I-76 and Route 42 along the entire project limits; the completion of new Ramps C & F, and the completion the new I-295 Northbound direct connection. Contract 4 is a breakout of "Route 295/42/I-76, Direct Connection, Camden County".

ASSET MANAGEMENT CATEGORY: Congestion Relief - Highway Operational Improvements **SPONSOR:** NJDOT

AIR QUALITY CODE (NON-EXEMPT / EXEMPT): 2035M (Exempt)

FINANCIAL PLAN REQUIREMENT: This project is part of a Major Project which is defined as a project with a total estimated cost of \$500 million or more that is receiving federal financial assistance and an annual financial management plan is required to be prepared.

STRUCTURE NO.: Various

LEGISLATIVE DISTRICT: 5

			<i>Amounts in Millions of Dollars</i>									
MPO	PHASE	FUND	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031

DVRPC	CON	NHFP-HWY		\$43.339	\$37.382	\$50.677						
DVRPC	CON	NHPP		\$66.661	\$45.368	\$59.765	\$17.250					

Bottleneck

FY 2022-2031 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

New Jersey Department of Transportation

Portway, Fish House Road/Pennsylvania Avenue, CR 659

DBNUM: 97005B **UPC:** 028041 **MILEPOST(S):** 0.50 - 1.40
COUNTY: Hudson
MUNICIPALITY: Kearny Town

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

ASSET MANAGEMENT CATEGORY: Local System Support - Local Roadway Improvements

SPONSOR: NJDOT

AIR QUALITY CODE (NON-EXEMPT / EXEMPT): S4, S7 (Exempt)

FINANCIAL PLAN REQUIREMENT:

STRUCTURE NO.: N/A

LEGISLATIVE DISTRICT: 32

MPO	PHASE	FUND	<i>Amounts in Millions of Dollars</i>											
			FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031		
NJTPA	CON	NHFP-HWY	\$0.000	\$24.876										
NJTPA	CON	STBGP-FLEX	\$0.000	\$19.524										

Capacity

FY 2022-2031 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

New Jersey Department of Transportation

Route 46, Route 23 (Pompton Avenue) to Route 20, ITS

DBNUM: 06366C **UPC:** 148060 **MILEPOST(S):** 55.98 - 63.85
COUNTY: Passaic
MUNICIPALITY: Wayne Twp Totowa Boro Little Falls Twp Clifton City

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

ASSET MANAGEMENT CATEGORY: Congestion Relief - Intelligent Transportation Systems

SPONSOR: NJDOT

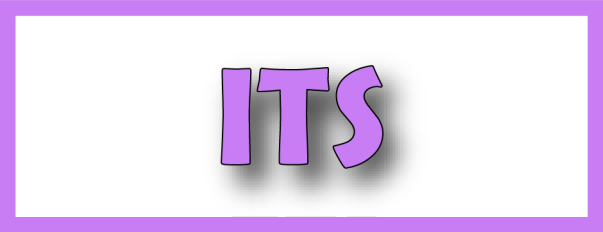
AIR QUALITY CODE (NON-EXEMPT / EXEMPT): AQ2, O7 (Exempt)

FINANCIAL PLAN REQUIREMENT:

STRUCTURE NO.: N/A

LEGISLATIVE DISTRICT: 40 36 34

MPO	PHASE	FUND	<i>Amounts in Millions of Dollars</i>									
			FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031
NJTPA	CON	NHFP-HWY	\$9.000									
NJTPA	CON	NHPP	\$0.000									



Appendix E

Investment Plan Data

Section 1: Freight Projects by Funding Source

F. NHPP

FY 2022-2031 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

New Jersey Department of Transportation

Route 3 & Route 495 Interchange

DBNUM: 12386 **UPC:** 123860 **MILEPOST(S):** 10.33 - 10.33
COUNTY: Hudson
MUNICIPALITY: North Bergen Twp

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.

ASSET MANAGEMENT CATEGORY: Bridge Assets - Bridge Rehab and Replacement

SPONSOR: NJDOT

AIR QUALITY CODE (NON-EXEMPT / EXEMPT): S19 (Exempt)

FINANCIAL PLAN REQUIREMENT: This project is part of a project with a total cost between \$100 and \$500 million programmed to receive federal financial assistance and an annual financial management plan is required to be prepared.

STRUCTURE NO.: 0908152 0916150

LEGISLATIVE DISTRICT: 32

MPO	PHASE	FUND	<i>Amounts in Millions of Dollars</i>												
			FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031			
NJTPA	PE	NHPP	\$0.000	\$10.000											
NJTPA	DES	NHPP			\$0.000	\$15.000									
NJTPA	ROW	NHPP				\$2.000									
NJTPA	UTI	NHPP				\$0.250									
NJTPA	CON	NHPP								\$57.150	\$60.000	\$60.000			



FY 2022-2031 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

New Jersey Department of Transportation

Route 80, Bridges over Howard Boulevard (CR 615)

DBNUM: 15351	UPC: 153510	MILEPOST(S): 30.22 - 31.25
COUNTY: Morris		
MUNICIPALITY: Mount Arlington Boro	Roxbury Twp	

Initiated from the Bridge Management System, the Route 80 Eastbound and Route 80 Westbound structures over Howard Boulevard will be evaluated for either rehabilitation or replacement. In addition, operation improvements within the interchange will be explored, along with improvements to acceleration and deceleration lanes.

ASSET MANAGEMENT CATEGORY: Bridge Assets - Bridge Rehab and Replacement

SPONSOR: NJDOT

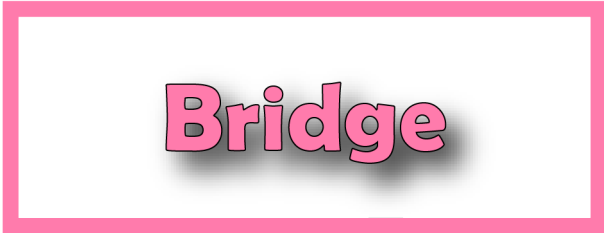
AIR QUALITY CODE (NON-EXEMPT / EXEMPT): NR3 (Exempt)

FINANCIAL PLAN REQUIREMENT:

STRUCTURE NO.: 1412169 1412168

LEGISLATIVE DISTRICT: 25

			<i>Amounts in Millions of Dollars</i>									
MPO	PHASE	FUND	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031
NJTPA	ROW	NHPP	\$1.500									
NJTPA	CON	NHPP		\$14.000	\$14.000							



FY 2022-2031 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

New Jersey Department of Transportation

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

DBNUM: 11415 **UPC:** 114150 **MILEPOST(S):** 56.00 - 65.40
COUNTY: Passaic Bergen
MUNICIPALITY: Various

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

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

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

ASSET MANAGEMENT CATEGORY: Road Assets - Highway Rehab and Recon **SPONSOR:** NJDOT

AIR QUALITY CODE (NON-EXEMPT / EXEMPT): 2040M (Exempt)

FINANCIAL PLAN REQUIREMENT: This project is part of a Major Project which is defined as a project with a total estimated cost of \$500 million or more that is receiving federal financial assistance and an annual financial management plan is required to be prepared.

STRUCTURE NO.: Various **LEGISLATIVE DISTRICT:** 35 37 38 40

MPO	PHASE	FUND	Amounts in Millions of Dollars												
			FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031			
NJTPA	DES	NHPP	\$0.000		\$30.000		\$9.000								
NJTPA	ROW	NHPP		\$0.000		\$4.000									
NJTPA	CON	NHFP-HWY					\$52.865	\$56.905	\$61.254	\$65.936	\$70.975	\$76.399			
NJTPA	CON	NHPP						\$44.612				\$201.215			



FY 2022-2031 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

New Jersey Department of Transportation

Route 287, River Road & Easton Avenue Interchange Improvements

DBNUM: 9169Q	UPC: 078021	MILEPOST(S): 10.27 - 10.60
COUNTY: Middlesex	Somerset	
MUNICIPALITY: Piscataway Twp	Franklin Twp	

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.

ASSET MANAGEMENT CATEGORY: Congestion Relief - Highway Operational Improvements **SPONSOR:** NJDOT

AIR QUALITY CODE (NON-EXEMPT / EXEMPT): (Exempt)

FINANCIAL PLAN REQUIREMENT:

STRUCTURE NO.: N/A

LEGISLATIVE DISTRICT: 17

			<i>Amounts in Millions of Dollars</i>									
MPO	PHASE	FUND	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031
NJTPA	CD	N/A	\$0.000									
NJTPA	PE	NHPP		\$1.338								
NJTPA	DES	NHPP			\$2.846							
NJTPA	ROW	NHPP				\$1.070						
NJTPA	CON	NHPP					\$38.157					

Bottleneck

FY 2022-2031 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

New Jersey Department of Transportation

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

DBNUM: 12318 **UPC:** 123180 **MILEPOST(S):** 13.28 - 13.48
COUNTY: Essex
MUNICIPALITY: Newark City

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

ASSET MANAGEMENT CATEGORY: Bridge Assets - Deck Rehab and Replacement **SPONSOR:** NJDOT
AIR QUALITY CODE (NON-EXEMPT / EXEMPT): S19 (Exempt)
FINANCIAL PLAN REQUIREMENT:
STRUCTURE NO.: 0730192 **LEGISLATIVE DISTRICT:** 29

MPO	PHASE	FUND	<i>Amounts in Millions of Dollars</i>											
			FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031		
NJTPA	CON	NHPP		\$15.000	\$16.100									



FY 2022-2031 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

New Jersey Department of Transportation

Route 440, Route 95 to Kreil St

DBNUM: 14355	UPC: 143550	MILEPOST(S): 0.05 - 4.00
COUNTY: Middlesex		
MUNICIPALITY: Edison Twp	Woodbridge Twp	Perth Amboy City

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.

ASSET MANAGEMENT CATEGORY: Road Assets - Highway Resurfacing

SPONSOR: NJDOT

AIR QUALITY CODE (NON-EXEMPT / EXEMPT): (Exempt)

FINANCIAL PLAN REQUIREMENT:

STRUCTURE NO.: N/A

LEGISLATIVE DISTRICT: 18 19

MPO	PHASE	FUND	<i>Amounts in Millions of Dollars</i>										
			FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	
NJTPA	CD	N/A	\$0.000										
NJTPA	PE	NHPP		\$3.000									
NJTPA	DES	NHPP				\$7.000							
NJTPA	ROW	NHPP					\$7.000						
NJTPA	CON	NHPP								\$130.500			



FY 2022-2031 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

New Jersey Department of Transportation

Route 295/42/I-76, Direct Connection, Contract 4

DBNUM: 355E **UPC:** 113030 **MILEPOST(S):** 26.41 - 27.80
COUNTY: Camden
MUNICIPALITY: Bellmawr Boro Mount Ephraim Boro

This project relieves the existing bottleneck at the interchange by constructing; a direct connection on I-295 and other highway improvements that will reduce congestion and enhance traffic operations and safety throughout the project area. The improvements include; a six lane mainline through the interchange, elimination of dangerous merging and weaving movements, upgrades to ramp geometry and the addition of shoulders throughout the interchange. Contract 4 includes the reconstruction of I-76 and Route 42 along the entire project limits; the completion of new Ramps C & F, and the completion the new I-295 Northbound direct connection. Contract 4 is a breakout of "Route 295/42/I-76, Direct Connection, Camden County".

improvements that will reduce congestion and enhance traffic operations and safety throughout the project area. The improvements include; a six lane mainline through the interchange, elimination of dangerous merging and weaving movements, upgrades to ramp geometry and the addition of shoulders throughout the interchange. Contract 4 includes the reconstruction of I-76 and Route 42 along the entire project limits; the completion of new Ramps C & F, and the completion the new I-295 Northbound direct connection. Contract 4 is a breakout of "Route 295/42/I-76, Direct Connection, Camden County".

ASSET MANAGEMENT CATEGORY: Congestion Relief - Highway Operational Improvements **SPONSOR:** NJDOT

AIR QUALITY CODE (NON-EXEMPT / EXEMPT): 2035M (Exempt)

FINANCIAL PLAN REQUIREMENT: This project is part of a Major Project which is defined as a project with a total estimated cost of \$500 million or more that is receiving federal financial assistance and an annual financial management plan is required to be prepared.

STRUCTURE NO.: Various **LEGISLATIVE DISTRICT:** 5

MPO	PHASE	FUND	<i>Amounts in Millions of Dollars</i>											
			FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031		
DVRPC	CON	NHFP-HWY		\$43.339	\$37.382	\$50.677								
DVRPC	CON	NHPP		\$66.661	\$45.368	\$59.765	\$17.250							



FY 2022-2031 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

New Jersey Department of Transportation

Hamilton Road, Bridge over Conrail RR

DBNUM: 14416 **UPC:** 144160 **MILEPOST(S):**
COUNTY: Somerset
MUNICIPALITY: Hillsborough Twp

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.

ASSET MANAGEMENT CATEGORY: Bridge Assets - Bridge Rehab and Replacement

SPONSOR: NJDOT

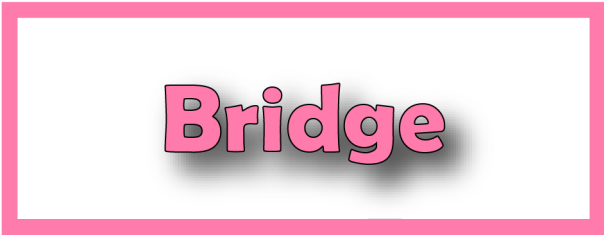
AIR QUALITY CODE (NON-EXEMPT / EXEMPT): S19 (Exempt)

FINANCIAL PLAN REQUIREMENT:

STRUCTURE NO.: 1850166

LEGISLATIVE DISTRICT: 16

			<i>Amounts in Millions of Dollars</i>									
MPO	PHASE	FUND	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031
NJTPA	DES	BFP-OS-BRDG	\$2.800									
NJTPA	DES	NHPP	\$0.000									
NJTPA	ROW	BFP-OS-BRDG		\$0.900								
NJTPA	ROW	STATE		\$0.000								
NJTPA	CON	BFP-OS-BRDG				\$13.850						
NJTPA	CON	STBGP-OS-BRDG				\$0.000						



FY 2022-2031 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

New Jersey Department of Transportation

Oak Tree Road Bridge, CR 604

DBNUM: 99316 **UPC:** 993160 **MILEPOST(S):** 0.45 - 0.45
COUNTY: Middlesex
MUNICIPALITY: Edison Twp

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

ASSET MANAGEMENT CATEGORY: Bridge Assets - Railroad Overhead Bridges

SPONSOR: NJDOT

AIR QUALITY CODE (NON-EXEMPT / EXEMPT): O10a (Exempt)

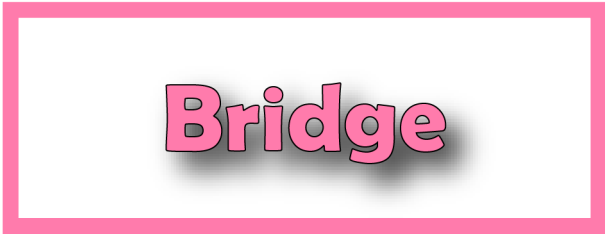
FINANCIAL PLAN REQUIREMENT:

STRUCTURE NO.: 1253164

LEGISLATIVE DISTRICT: 18

Amounts in Millions of Dollars

MPO	PHASE	FUND	Amounts in Millions of Dollars												
			FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031			
NJTPA	DES	NHPP	\$1.800												
NJTPA	ROW	NHPP				\$2.000									
NJTPA	CON	NHPP							\$22.860						



FY 2022-2031 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

New Jersey Department of Transportation

Pavement Preservation

DBNUM: X51 **UPC:** **MILEPOST(S):**
COUNTY: Various
MUNICIPALITY: Various

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.

ASSET MANAGEMENT CATEGORY: Road Assets - Highway Capital Maintenance

SPONSOR: NJDOT

AIR QUALITY CODE (NON-EXEMPT / EXEMPT): S10 S10 S10 (Exempt)

FINANCIAL PLAN REQUIREMENT:

STRUCTURE NO.: N/A

LEGISLATIVE DISTRICT: Various

MPO	PHASE	FUND	<i>Amounts in Millions of Dollars</i>											
			FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031		
DVRPC	ERC	HWYINF	\$1.000											
DVRPC	ERC	NHPP	\$35.107	\$6.819	\$7.227	\$8.000	\$8.000	\$8.000	\$8.000	\$8.000	\$8.000	\$8.000	\$8.000	\$8.000
DVRPC	ERC	STBGP-FLEX	\$1.000	\$1.705	\$1.807	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000
DVRPC	ERC	STBGP-PHILA	\$2.523											
SJTPO	ERC	HWYINF	\$1.323											
SJTPO	ERC	NHPP	\$0.000	\$3.409	\$3.613	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000
SJTPO	ERC	STBGP-FLEX	\$6.501	\$0.852	\$0.903	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000
SJTPO	ERC	STBGP-L5K	\$2.300											
Statewide	ERC	HWYINF	\$0.000											
Statewide	ERC	NHPP	\$3.120											

Pavement

FY 2022-2031 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

New Jersey Department of Transportation

Route 1, Alexander Road to Mapleton Road

DBNUM: 17419 **UPC:** 174190 **MILEPOST(S):** 10.80 - 12.07
COUNTY: Mercer Middlesex
MUNICIPALITY: West Windsor Twp Plainsboro

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).

ASSET MANAGEMENT CATEGORY: Congestion Relief - Major Widening **SPONSOR:** NJDOT
AIR QUALITY CODE (NON-EXEMPT / EXEMPT): 2035M 2030M (Non-Exempt)
FINANCIAL PLAN REQUIREMENT:
STRUCTURE NO.: 1103155 **LEGISLATIVE DISTRICT:** 14 15

MPO	PHASE	FUND	<i>Amounts in Millions of Dollars</i>										
			FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	
DVRPC	ROW	NHPP	\$0.000			\$5.830							
NJTPA	ROW	NHPP	\$0.000			\$1.670							
DVRPC	UTI	NHPP				\$0.000	\$11.200						
DVRPC	CON	NHPP								\$6.739			
NJTPA	CON	NHPP								\$12.261			



FY 2022-2031 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

New Jersey Department of Transportation

Route 1, NB Bridge over Raritan River

DBNUM: 15303 **UPC:** 153030 **MILEPOST(S):** 27.49 - 28.41
COUNTY: Middlesex
MUNICIPALITY: Edison Twp New Brunswick City

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

ASSET MANAGEMENT CATEGORY: Bridge Assets - Bridge Rehab and Replacement

SPONSOR: NJDOT

AIR QUALITY CODE (NON-EXEMPT / EXEMPT): S19 (Exempt)

FINANCIAL PLAN REQUIREMENT:

STRUCTURE NO.: 1203150

LEGISLATIVE DISTRICT: 18 17

Amounts in Millions of Dollars

MPO	PHASE	FUND	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031
NJTPA	DES	STATE		\$4.400								
NJTPA	ROW	STATE			\$0.200							
NJTPA	CON	NHPP									\$84.650	

Bridge

FY 2022-2031 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

New Jersey Department of Transportation

Route 23, Route 80 and Route 46 Interchange

DBNUM: 9233B6 **UPC:** 009234 **MILEPOST(S):** 5.10 - 5.70
COUNTY: Passaic **Essex**
MUNICIPALITY: Wayne Twp **Fairfield Twp**

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.

ASSET MANAGEMENT CATEGORY: Congestion Relief - Highway Operational Improvements

SPONSOR: NJDOT

AIR QUALITY CODE (NON-EXEMPT / EXEMPT): NR3 (Exempt)

FINANCIAL PLAN REQUIREMENT:

STRUCTURE NO.: N/A

LEGISLATIVE DISTRICT: 40 26

MPO	PHASE	FUND	<i>Amounts in Millions of Dollars</i>										
			FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	
NJTPA	DES	NHPP	\$0.000	\$3.800									
NJTPA	CON	NHPP											\$63.500



FY 2022-2031 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

New Jersey Department of Transportation

Route 295/42, Missing Moves, Bellmawr

DBNUM: 355A	UPC: 950541	MILEPOST(S): 25.07 - 26.35
COUNTY: Camden	Gloucester	
MUNICIPALITY: Bellmawr Boro	Westville Boro	Deptford Twp

This project consists of new ramps and related improvements to enable motorists to make movements between I-295 and Route 42 which are not possible in the current configuration. Other project improvements include the re-striping of Route 55 Northbound, from one lane to two lanes, from the existing point, where Route 55 Northbound tapers from two lanes to one lane, up to the tie-in with Route 42 Northbound. The second lane on Route 55 Northbound will become a continuous auxiliary lane, up to the proposed entrance to new Ramp A, connecting Route 42 Northbound to I-295 Southbound. The existing Leaf Avenue ramps off Route 42 Northbound will be relocated approximately 750 feet to the South and will intersect with Benigno Blvd. The new exit location off Route 42 Northbound requires a ramp connection, separated from the mainline, to prevent queued traffic at the new intersection from mixing with mainline traffic. This ramp connection splits off from the Ramp A entrance on the left and runs parallel to Route 42 to the new intersection which will be signalized. Benigno Blvd. will be realigned to meet Edgewood Avenue, and Wellwood Avenue will be extended to a T-intersection with Benigno Blvd.

ASSET MANAGEMENT CATEGORY: Congestion Relief - Highway Operational Improvements **SPONSOR:** NJDOT

AIR QUALITY CODE (NON-EXEMPT / EXEMPT): 2025M (Non-Exempt)

FINANCIAL PLAN REQUIREMENT: This project is part of a Major Project which is defined as a project with a total estimated cost of \$500 million or more that is receiving federal financial assistance and an annual financial management plan is required to be prepared.

STRUCTURE NO.: N/A **LEGISLATIVE DISTRICT:** 5

			<i>Amounts in Millions of Dollars</i>									
MPO	PHASE	FUND	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031
DVRPC	CON	NHFP-HWY										
DVRPC	CON	NHPP	\$20.000									



FY 2022-2031 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

New Jersey Department of Transportation

Mobility and Systems Engineering Program

DBNUM: 13306 **UPC:** 133060 **MILEPOST(S):**
COUNTY: Various
MUNICIPALITY: Various

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

ASSET MANAGEMENT CATEGORY: Congestion Relief - Intelligent Transportation Systems

SPONSOR: NJDOT

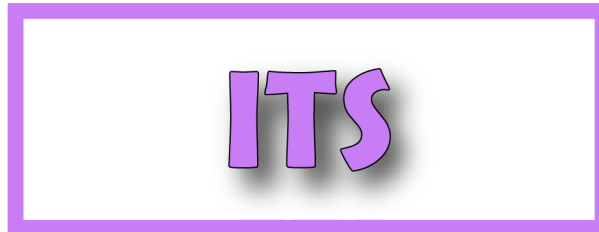
AIR QUALITY CODE (NON-EXEMPT / EXEMPT): NRS NA S4, S15 (Exempt)

FINANCIAL PLAN REQUIREMENT:

STRUCTURE NO.: N/A

LEGISLATIVE DISTRICT: Various

MPO	PHASE	FUND	Amounts in Millions of Dollars										
			FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	
Statewide	EC	NHPP	\$6.105	\$5.114	\$5.420	\$6.000	\$6.000	\$6.000	\$6.000	\$6.000	\$6.000	\$6.000	\$6.000
Statewide	EC	STATE	\$2.500	\$2.500	\$1.500	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000
Statewide	EC	STBGP-FLEX	\$1.500	\$1.123	\$1.180	\$1.447	\$1.500	\$1.500	\$1.500	\$1.500	\$1.500	\$1.500	\$1.500



FY 2022-2031 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

New Jersey Department of Transportation

Resurfacing, Federal

DBNUM: 99327A

UPC:

MILEPOST(S): 0.00 - 0.00

COUNTY: Various

MUNICIPALITY: Various

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

ASSET MANAGEMENT CATEGORY: Road Assets - Highway Resurfacing

SPONSOR: NJDOT

AIR QUALITY CODE (NON-EXEMPT / EXEMPT): S10 S10 S10 (Exempt)

FINANCIAL PLAN REQUIREMENT:

STRUCTURE NO.: N/A

LEGISLATIVE DISTRICT: Various

MPO	PHASE	FUND	<i>Amounts in Millions of Dollars</i>									
			FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031
DVRPC	ERC	NHPP					\$30.000	\$30.000	\$15.000	\$5.000	\$15.000	\$5.000
NJTPA	ERC	NHPP					\$50.000	\$50.000	\$51.013	\$15.000	\$30.000	\$15.000
NJTPA	ERC	STBGP-FLEX					\$1.000					
SJTPO	ERC	NHPP					\$15.000	\$15.000	\$5.000	\$2.177	\$5.000	\$2.000
Statewide	ERC	CRRSAA-FLEX	\$3.000									
Statewide	ERC	NHPP	\$1.000	\$1.000	\$1.000	\$10.000	\$50.000	\$50.000	\$25.000	\$10.000	\$19.950	\$10.000
Statewide	ERC	STBGP-FLEX	\$1.138									



FY 2022-2031 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

New Jersey Department of Transportation

Traffic Monitoring Systems

DBNUM: X66 **UPC:** 990031 **MILEPOST(S):**
COUNTY: Various
MUNICIPALITY: Various

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.

ASSET MANAGEMENT CATEGORY: Congestion Relief - Intelligent Transportation Systems

SPONSOR: NJDOT

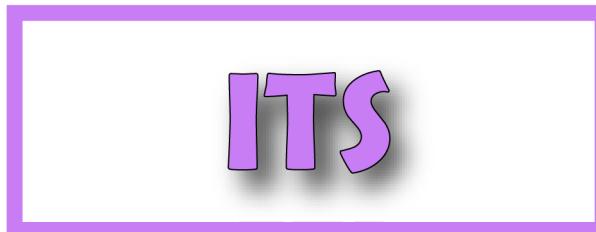
AIR QUALITY CODE (NON-EXEMPT / EXEMPT): X1 O10a O10A (Exempt)

FINANCIAL PLAN REQUIREMENT:

STRUCTURE NO.: N/A

LEGISLATIVE DISTRICT: Various

MPO	PHASE	FUND	<i>Amounts in Millions of Dollars</i>											
			FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031		
Statewide	EC	NHPP			\$1.742									
Statewide	EC	STATE	\$1.490	\$1.490	\$1.490	\$1.490	\$1.490	\$1.490	\$1.490	\$1.490	\$1.490	\$1.490	\$1.490	\$1.490
Statewide	PLS	NHPP	\$12.000	\$10.544	\$10.452	\$11.574	\$12.000	\$12.000	\$12.000	\$12.000	\$12.000	\$12.000	\$12.000	\$12.000



FY 2022-2031 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

New Jersey Department of Transportation

Route 9/35, Main Street Interchange

DBNUM: 079A **UPC:** 088032 **MILEPOST(S):** 129.77 - 130.34
COUNTY: Middlesex
MUNICIPALITY: Sayreville Boro South Amboy City

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

ASSET MANAGEMENT CATEGORY: Congestion Relief - Highway Operational Improvements **SPONSOR:** NJDOT

AIR QUALITY CODE (NON-EXEMPT / EXEMPT): (Exempt)

FINANCIAL PLAN REQUIREMENT:

STRUCTURE NO.: 1208150

LEGISLATIVE DISTRICT: 19

MPO	PHASE	FUND	<i>Amounts in Millions of Dollars</i>									
			FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031
NJTPA	CD	N/A	\$0.000									
NJTPA	PE	NHPP	\$4.600									
NJTPA	DES	NHPP				\$7.500						
NJTPA	ROW	NHPP					\$4.000					
NJTPA	CON	NHPP										\$85.270



Appendix E

Investment Plan Data

Section 1: Freight Projects by Funding Source

G. RHC

Appendix E

Investment Plan Data

Section 1: Freight Projects by Funding Source

H. STBGP

FY 2022-2031 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

New Jersey Department of Transportation

CR 622 (North Olden Ave), NJ 31 (Pennington Rd) to New York Ave

DBNUM:	D2014	UPC:	213270	MILEPOST(S):	3.73 - 5.56
COUNTY:	Mercer				
MUNICIPALITY:	Ewing Township	City of Trenton			

Improvements will enhance safety, traffic operations and mobility for all users of the N. Olden Avenue corridor including motorists, pedestrians, bicyclists, and transit users. Per the preliminary preferred alternative (PPA) 2A, improvements will include: 11' travel lanes; 5' bike lane with 2' buffer, and 6-7' sidewalk along Olden Ave between Pennington Rd and Princeton Ave; an 8' wide curbed center median; a total of (4) roundabouts at Parkside Ave, Prospect Ave, Arctic Pkwy, and Capitol Plaza; two (2) proposed HAWK signals; restriping of the New York Ave intersection approach to provide 2 WB throughlanes; installation of Rapid Rectangular Flashing Beacons at unsignalized intersections in the City of Trenton; the restriping of Brunswick Ave EB and WB approaches to include left-turn lanes; connection to future Calhoun Street Extension at the Capitol Plaza roundabout; and high-visibility crosswalks. This project graduated from the DVRPC Local Concept Development Program.

ASSET MANAGEMENT CATEGORY: Local System Support - Local Safety Improvements

SPONSOR:

AIR QUALITY CODE (NON-EXEMPT / EXEMPT): R1 (Exempt)

FINANCIAL PLAN REQUIREMENT:

STRUCTURE NO.: N/A

LEGISLATIVE DISTRICT: 15

Amounts in Millions of Dollars

MPO	PHASE	FUND	<i>Amounts in Millions of Dollars</i>											
			FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031		
DVRPC	PE	STBGP-TRENTON	\$1.000											
DVRPC	DES	STBGP-TRENTON			\$2.000									
DVRPC	CON	STBGP-TRENTON						\$4.356	\$5.428	\$4.501	\$5.575	\$4.650		

Operations

FY 2022-2031 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

New Jersey Department of Transportation

Route 71, Bridge over NJ Transit (NJCL)

DBNUM: 15449 **UPC:** 154490 **MILEPOST(S):** 11.59 - 11.59
COUNTY: Monmouth
MUNICIPALITY: Deal

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.

ASSET MANAGEMENT CATEGORY: Bridge Assets - Bridge Rehab and Replacement

SPONSOR: NJDOT

AIR QUALITY CODE (NON-EXEMPT / EXEMPT): S19 (Exempt)

FINANCIAL PLAN REQUIREMENT:

STRUCTURE NO.: 1321154

LEGISLATIVE DISTRICT: 11

Amounts in Millions of Dollars

MPO	PHASE	FUND	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031
NJTPA	DES	DEMO-R	\$0.000	\$1.079								
NJTPA	DES	STBGP-FLEX	\$0.000	\$1.921								
NJTPA	ROW	STBGP-FLEX		\$0.000	\$1.000							
NJTPA	CON	STBGP-FLEX			\$0.000	\$20.321	\$6.679					



FY 2022-2031 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

New Jersey Department of Transportation

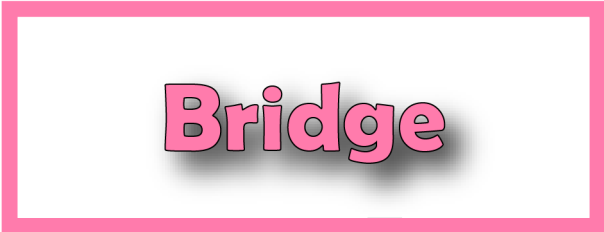
Route 76, Bridges over Route 130

DBNUM: 11326A **UPC:** 148090 **MILEPOST(S):** 0.70 - 1.20
COUNTY: Camden
MUNICIPALITY: Gloucester City

Initiated by the Bridge Management System, this project will replace the bridge deck on the Route 76 over Route 130 Northbound bridge and replace the superstructures of the Ramp to Route 76 Northbound over Route 130 Southbound and the Route 76 over 130 Southbound bridge.

ASSET MANAGEMENT CATEGORY: Bridge Assets - Bridge Rehab and Replacement **SPONSOR:** NJDOT
AIR QUALITY CODE (NON-EXEMPT / EXEMPT): S19 (Exempt)
FINANCIAL PLAN REQUIREMENT: This project is part of a project with a total cost between \$100 and \$500 million programmed to receive federal financial assistance and an annual financial management plan is required to be prepared.
STRUCTURE NO.: 0417155 0417156 0417157 **LEGISLATIVE DISTRICT:** 5

MPO	PHASE	FUND	<i>Amounts in Millions of Dollars</i>									
			FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031
DVRPC	CON	STBGP-OS-BRDG		\$26.391	\$26.391							



FY 2022-2031 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

New Jersey Department of Transportation

Route 166, Bridges over Branch of Toms River

DBNUM: 14324 **UPC:** 143240 **MILEPOST(S):** 0.90 - 1.15
COUNTY: Ocean
MUNICIPALITY: South Toms River Boro Toms River Twp

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

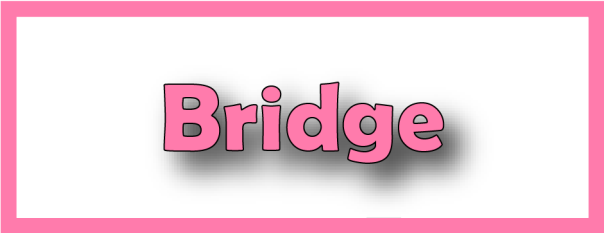
ASSET MANAGEMENT CATEGORY: Bridge Assets - Deck Rehab and Replacement **SPONSOR:** NJDOT

AIR QUALITY CODE (NON-EXEMPT / EXEMPT): S1, S19, AQ2 (Exempt)

FINANCIAL PLAN REQUIREMENT:

STRUCTURE NO.: 1516152 1516151 **LEGISLATIVE DISTRICT:** 9 10

MPO	PHASE	FUND	Amounts in Millions of Dollars													
			FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031				
NJTPA	CON	DEMO-R		\$0.608												
NJTPA	CON	STBGP-OS-BRDG		\$17.642	\$6.000											



FY 2022-2031 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

New Jersey Department of Transportation

Route 206, South Broad Street Bridge over Assunpink Creek

DBNUM: L064 **UPC:** 950151 **MILEPOST(S):** 42.70 - 42.90
COUNTY: Mercer
MUNICIPALITY: Trenton City

Initiated by the Bridge Management System, this project will rehabilitate the structurally deficient and functionally obsolete bridge, built in 1843.

ASSET MANAGEMENT CATEGORY: Local System Support - Local Bridges

SPONSOR: NJDOT

AIR QUALITY CODE (NON-EXEMPT / EXEMPT): S19 (Exempt)

FINANCIAL PLAN REQUIREMENT:

STRUCTURE NO.: 1100002

LEGISLATIVE DISTRICT: 15

MPO	PHASE	FUND	<i>Amounts in Millions of Dollars</i>																	
			FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031								
DVRPC	CON	CRRSAA-TRENTON		\$2.102																
DVRPC	CON	HWIZ910-TRENTON		\$0.368																
DVRPC	CON	HWIZ919-TRENTON		\$0.300																
DVRPC	CON	STBGP-TRENTON		\$4.916	\$3.005	\$4.414														

Bridge

FY 2022-2031 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

New Jersey Department of Transportation

US 322/CR 536 (Swedesboro Rd), Woolwich-Harrison Twp Line to NJ 55

DBNUM: D2211 **UPC:** 223140 **MILEPOST(S):** 8.50 - 15.20
COUNTY: Gloucester
MUNICIPALITY: Harrison Township

The project will consist of restoring 6.7 miles of the existing pavement surface through a mill and overlay, new striping and pavement markings, RPMs, upgrade of the existing guiderail and upgrade of pedestrian facilities for ADA/PROWAG compliance. Sidewalk will be connected from Myers Drive to Tomlin Station Road on the southerly side of the roadway segment and from Tomlin Station Road to Witherspoon Drive on the north side. This will provide an integrated sidewalk system from the Cherry Lawn/Mullica Station sections of Harrison Township to the Inspira Health Center.

ASSET MANAGEMENT CATEGORY: Local System Support - Local Roadway Improvements **SPONSOR:** Gloucester County
AIR QUALITY CODE (NON-EXEMPT / EXEMPT): S10 (Exempt)
FINANCIAL PLAN REQUIREMENT:
STRUCTURE NO.: N/A **LEGISLATIVE DISTRICT:** 5

MPO	PHASE	FUND	<i>Amounts in Millions of Dollars</i>												
			FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031			
DVRPC	CON	STBGP-PHILA	\$9.129	\$0.000											



FY 2022-2031 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

New Jersey Department of Transportation

Delaware & Raritan Canal Bridges

DBNUM: 15322 **UPC:** 153220 **MILEPOST(S):**
COUNTY: Mercer Hunterdon Middlesex Somerset
MUNICIPALITY: Various

: 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.

ASSET MANAGEMENT CATEGORY: Bridge Assets - Bridge Rehab and Replacement

SPONSOR: NJDOT

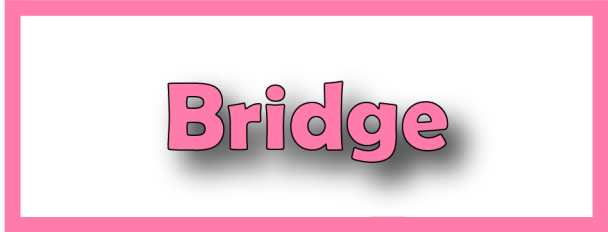
AIR QUALITY CODE (NON-EXEMPT / EXEMPT): S19 S19 (Exempt)

FINANCIAL PLAN REQUIREMENT:

STRUCTURE NO.: Various

LEGISLATIVE DISTRICT: 15 16 17

			<i>Amounts in Millions of Dollars</i>									
MPO	PHASE	FUND	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031
Statewide	ERC	DEMO-R	\$0.019									
Statewide	ERC	STBGP-FLEX	\$0.757	\$1.707	\$1.808	\$2.000	\$2.000					
Statewide	ERC	STBGP-OS-BRDG	\$7.000	\$5.967	\$6.323	\$7.000	\$7.000					



FY 2022-2031 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

New Jersey Department of Transportation

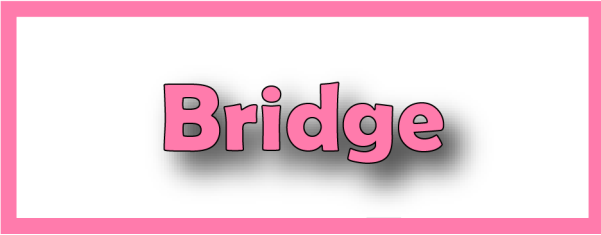
Hamilton Road, Bridge over Conrail RR

DBNUM: 14416 **UPC:** 144160 **MILEPOST(S):**
COUNTY: Somerset
MUNICIPALITY: Hillsborough Twp

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.

ASSET MANAGEMENT CATEGORY: Bridge Assets - Bridge Rehab and Replacement **SPONSOR:** NJDOT
AIR QUALITY CODE (NON-EXEMPT / EXEMPT): S19 (Exempt)
FINANCIAL PLAN REQUIREMENT:
STRUCTURE NO.: 1850166 **LEGISLATIVE DISTRICT:** 16

			<i>Amounts in Millions of Dollars</i>									
MPO	PHASE	FUND	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031
NJTPA	DES	BFP-OS-BRDG	\$2.800									
NJTPA	DES	NHPP	\$0.000									
NJTPA	ROW	BFP-OS-BRDG		\$0.900								
NJTPA	ROW	STATE		\$0.000								
NJTPA	CON	BFP-OS-BRDG					\$13.850					
NJTPA	CON	STBGP-OS-BRDG					\$0.000					



FY 2022-2031 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

New Jersey Department of Transportation

Portway, Fish House Road/Pennsylvania Avenue, CR 659

DBNUM: 97005B **UPC:** 028041 **MILEPOST(S):** 0.50 - 1.40
COUNTY: Hudson
MUNICIPALITY: Kearny Town

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

ASSET MANAGEMENT CATEGORY: Local System Support - Local Roadway Improvements

SPONSOR: NJDOT

AIR QUALITY CODE (NON-EXEMPT / EXEMPT): S4, S7 (Exempt)

FINANCIAL PLAN REQUIREMENT:

STRUCTURE NO.: N/A

LEGISLATIVE DISTRICT: 32

Amounts in Millions of Dollars

MPO	PHASE	FUND	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031
NJTPA	CON	NHFP-HWY	\$0.000	\$24.876								
NJTPA	CON	STBGP-FLEX	\$0.000	\$19.524								

Capacity

Appendix E

Investment Plan Data

Section 1: Freight Projects by Funding Source

- I. TTF

FY 2022-2031 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

New Jersey Department of Transportation

Lincoln Tunnel Access Project (LTAP)

DBNUM:	11407	UPC:	114070	MILEPOST(S):	
COUNTY:	Hudson	Essex			
MUNICIPALITY:	Jersey City	Newark City		Kearny Town	

Under this program, also known as the Lincoln Tunnel Access Program (LTAP), the Port Authority of NY & NJ provided funding support, in the amount of \$1.8 billion, for improvements to three NJDOT facilities: Route 7, Hackensack River (Wittpenn) Bridge; Route 1&9T Extension (New Road); and Route 1&9 Pulaski Skyway including Route 139 (Hoboken and Conrail Viaducts) eastern approach to the Skyway. The State of NJ is also providing funding, from the TTF, to complete work on the projects.

The Route 7 Wittpenn Bridge is being replaced with a new vertical lift bridge. The total project cost is estimated at \$575 to \$625 million. The project is located in Kearny and Jersey City, Hudson County.

The Route 1&9T Extension (New Road) project will provide a new roadway parallel to Route 1&9 along the railroad right-of-way in Jersey City. It will provide intermodal connections to the rail yards and divert trucks off of Tonnelle Circle and Route 1&9, helping to ease congestion and facilitate goods movement throughout the region. The total project cost is estimated at \$400 to \$450 million. The project is located in Jersey City, Hudson County.

The Route 1&9 Pulaski Skyway project is rehabilitating the 3.5 mile-long structure that carries Route 1&9 over the Hackensack and Passaic Rivers, the New Jersey Turnpike, several railroads and industrial facilities. Also included in the Pulaski Skyway project is the Route 139 eastern approach to the Skyway. The Route 139 portion rehabilitated the Hoboken Viaduct, as well as replaced the deck and rehabilitated the superstructure of the Conrail Viaduct. The total Pulaski Skyway project cost is estimated at \$1.9 to \$2.1 billion. The project is located in Jersey City, Kearny, and Newark in Hudson and Essex Counties.

ASSET MANAGEMENT CATEGORY: Bridge Assets - Bridge Rehab and Replacement

SPONSOR: NJDOT

AIR QUALITY CODE (NON-EXEMPT / EXEMPT): 2040M (Exempt)

FINANCIAL PLAN REQUIREMENT:

STRUCTURE NO.: 0909150 0704150 0901150 0904151 **LEGISLATIVE DISTRICT:** 31 33 32 29

			<i>Amounts in Millions of Dollars</i>									
MPO	PHASE	FUND	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031
NJTPA	ERC	STATE	\$65.000	\$65.000	\$16.000	\$100.000	\$100.000	\$100.000	\$100.000	\$100.000	\$100.000	\$100.000



FY 2022-2031 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

New Jersey Department of Transportation

Maritime Transportation System

DBNUM: 01309 **UPC:** 013090 **MILEPOST(S):** 0.00 - 0.00
COUNTY: Various
MUNICIPALITY: Various

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.

ASSET MANAGEMENT CATEGORY: Multimodal Programs - Maritime

SPONSOR: NJDOT

AIR QUALITY CODE (NON-EXEMPT / EXEMPT): NRS NA O1 (Exempt)

FINANCIAL PLAN REQUIREMENT:

STRUCTURE NO.: N/A

LEGISLATIVE DISTRICT: Various

Amounts in Millions of Dollars

MPO	PHASE	FUND	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031
Statewide	EC	STATE	\$20.000	\$15.000	\$5.000	\$15.000	\$15.000	\$15.000	\$15.000	\$15.000	\$15.000	\$15.000



FY 2022-2031 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

New Jersey Department of Transportation

New Jersey Rail Freight Assistance Program

DBNUM: X34 **UPC:** **MILEPOST(S):**
COUNTY: Various
MUNICIPALITY: Various

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.

ASSET MANAGEMENT CATEGORY: Multimodal Programs - Goods Movement

SPONSOR: NJDOT

AIR QUALITY CODE (NON-EXEMPT / EXEMPT): NRS NA MT9 (Exempt)

FINANCIAL PLAN REQUIREMENT:

STRUCTURE NO.: N/A

LEGISLATIVE DISTRICT: Various

MPO	PHASE	FUND	Amounts in Millions of Dollars									
			FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031
Statewide	EC	STATE	\$25.000	\$25.000	\$5.000	\$25.000	\$25.000	\$25.000	\$25.000	\$25.000	\$25.000	\$25.000

Operations

FY 2022-2031 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

New Jersey Department of Transportation

Resurfacing Program

DBNUM: X03E **UPC:** **MILEPOST(S):**
COUNTY: Various
MUNICIPALITY: Various

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.

ASSET MANAGEMENT CATEGORY: Road Assets - Highway Resurfacing

SPONSOR: NJDOT

AIR QUALITY CODE (NON-EXEMPT / EXEMPT): S10 S10 S10 (Exempt)

FINANCIAL PLAN REQUIREMENT:

STRUCTURE NO.: N/A

LEGISLATIVE DISTRICT: Various

MPO	PHASE	FUND	<i>Amounts in Millions of Dollars</i>										
			FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	
Statewide	EC	STATE	\$88.932	\$91.134	\$16.000	\$90.000	\$90.000	\$90.000	\$90.000	\$90.000	\$90.000	\$90.000	\$90.000



FY 2022-2031 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

New Jersey Transit

Rail Support Facilities and Equipment

DBNUM: T37 **UPC:** **MILEPOST(S):**
COUNTY: Various
MUNICIPALITY: Various

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

ASSET MANAGEMENT CATEGORY: Mass Transit Assets - Rail **SPONSOR:** NJ TRANSIT

AIR QUALITY CODE (NON-EXEMPT / EXEMPT): M11 MT8 MT9 (Exempt)

FINANCIAL PLAN REQUIREMENT:

STRUCTURE NO.: **LEGISLATIVE DISTRICT:** Various

UNOBLIGATED PRIOR YEAR FUNDING

Description	MPO	Fund	Year	Amount
Rail Support Facilities and Equipment	NJTPA	OTHER	2021	\$6.312
Rail Support Facilities and Equipment	NJTPA	SECT 5307	2021	\$42.107

MPO	PHASE	FUND	Amounts in Millions of Dollars										
			FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	
DVRPC	ERC	STATE	\$0.391	\$0.606	\$0.606	\$0.606	\$0.606	\$0.606	\$0.606	\$0.606	\$0.606	\$0.606	\$0.606
NJTPA	ERC	METRO-NORTH	\$0.690	\$0.690	\$0.690	\$0.690	\$0.690	\$0.690	\$0.690	\$0.690	\$0.690	\$0.690	\$0.690
NJTPA	ERC	SECT 5307	\$14.096										
NJTPA	ERC	STATE	\$18.135	\$18.074	\$10.150	\$17.260	\$17.260	\$9.260	\$9.260	\$9.260	\$9.260	\$9.260	\$9.260
SJTPO	ERC	STATE	\$0.072	\$0.118	\$0.118	\$0.118	\$0.118	\$0.118	\$0.118	\$0.118	\$0.118	\$0.118	\$0.118



Appendix E

Investment Plan Data

Section 2: Freight Projects by MPO

- A. DVRPC
- B. NJTPA
- C. SJTPO
- D. Statewide

Appendix E

Investment Plan Data

Section 2: Freight Projects by MPO

A. DVRPC

FY 2022-2031 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

New Jersey Department of Transportation

Route 295/42/I-76, Direct Connection, Contract 4

DBNUM: 355E **UPC:** 113030 **MILEPOST(S):** 26.41 - 27.80
COUNTY: Camden
MUNICIPALITY: Bellmawr Boro Mount Ephraim Boro

This project relieves the existing bottleneck at the interchange by constructing; a direct connection on I-295 and other highway improvements that will reduce congestion and enhance traffic operations and safety throughout the project area. The improvements include; a six lane mainline through the interchange, elimination of dangerous merging and weaving movements, upgrades to ramp geometry and the addition of shoulders throughout the interchange. Contract 4 includes the reconstruction of I-76 and Route 42 along the entire project limits; the completion of new Ramps C & F, and the completion the new I-295 Northbound direct connection. Contract 4 is a breakout of "Route 295/42/I-76, Direct Connection, Camden County".

improvements that will reduce congestion and enhance traffic operations and safety throughout the project area. The improvements include; a six lane mainline through the interchange, elimination of dangerous merging and weaving movements, upgrades to ramp geometry and the addition of shoulders throughout the interchange. Contract 4 includes the reconstruction of I-76 and Route 42 along the entire project limits; the completion of new Ramps C & F, and the completion the new I-295 Northbound direct connection. Contract 4 is a breakout of "Route 295/42/I-76, Direct Connection, Camden County".

ASSET MANAGEMENT CATEGORY: Congestion Relief - Highway Operational Improvements **SPONSOR:** NJDOT

AIR QUALITY CODE (NON-EXEMPT / EXEMPT): 2035M (Exempt)

FINANCIAL PLAN REQUIREMENT: This project is part of a Major Project which is defined as a project with a total estimated cost of \$500 million or more that is receiving federal financial assistance and an annual financial management plan is required to be prepared.

STRUCTURE NO.: Various

LEGISLATIVE DISTRICT: 5

MPO	PHASE	FUND	<i>Amounts in Millions of Dollars</i>									
			FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031
DVRPC	CON	NHFP-HWY		\$43.339	\$37.382	\$50.677						
DVRPC	CON	NHPP		\$66.661	\$45.368	\$59.765	\$17.250					



FY 2022-2031 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

New Jersey Department of Transportation

Pavement Preservation

DBNUM: X51	UPC:	MILEPOST(S):
COUNTY: Various		
MUNICIPALITY: Various		

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.

ASSET MANAGEMENT CATEGORY: Road Assets - Highway Capital Maintenance

SPONSOR: NJDOT

AIR QUALITY CODE (NON-EXEMPT / EXEMPT): S10 S10 S10 (Exempt)

FINANCIAL PLAN REQUIREMENT:

STRUCTURE NO.: N/A

LEGISLATIVE DISTRICT: Various

MPO	PHASE	FUND	<i>Amounts in Millions of Dollars</i>											
			FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031		
DVRPC	ERC	HWYINF	\$1.000											
DVRPC	ERC	NHPP	\$35.107	\$6.819	\$7.227	\$8.000	\$8.000	\$8.000	\$8.000	\$8.000	\$8.000	\$8.000	\$8.000	\$8.000
DVRPC	ERC	STBGP-FLEX	\$1.000	\$1.705	\$1.807	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000
DVRPC	ERC	STBGP-PHILA	\$2.523											
SJTPO	ERC	HWYINF	\$1.323											
SJTPO	ERC	NHPP	\$0.000	\$3.409	\$3.613	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000
SJTPO	ERC	STBGP-FLEX	\$6.501	\$0.852	\$0.903	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000
SJTPO	ERC	STBGP-L5K	\$2.300											
Statewide	ERC	HWYINF	\$0.000											
Statewide	ERC	NHPP	\$3.120											



FY 2022-2031 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

New Jersey Department of Transportation

Route 1, Alexander Road to Mapleton Road

DBNUM: 17419 **UPC:** 174190 **MILEPOST(S):** 10.80 - 12.07
COUNTY: Mercer Middlesex
MUNICIPALITY: West Windsor Twp Plainsboro

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).

ASSET MANAGEMENT CATEGORY: Congestion Relief - Major Widening **SPONSOR:** NJDOT

AIR QUALITY CODE (NON-EXEMPT / EXEMPT): 2035M 2030M (Non-Exempt)

FINANCIAL PLAN REQUIREMENT:

STRUCTURE NO.: 1103155 **LEGISLATIVE DISTRICT:** 14 15

MPO	PHASE	FUND	Amounts in Millions of Dollars											
			FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031		
DVRPC	ROW	NHPP	\$0.000			\$5.830								
NJTPA	ROW	NHPP	\$0.000			\$1.670								
DVRPC	UTI	NHPP				\$0.000	\$11.200							
DVRPC	CON	NHPP									\$6.739			
NJTPA	CON	NHPP									\$12.261			



FY 2022-2031 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

New Jersey Department of Transportation

Route 295/42, Missing Moves, Bellmawr

DBNUM: 355A	UPC: 950541	MILEPOST(S): 25.07 - 26.35
COUNTY: Camden	Gloucester	
MUNICIPALITY: Bellmawr Boro	Westville Boro	Deptford Twp

This project consists of new ramps and related improvements to enable motorists to make movements between I-295 and Route 42 which are not possible in the current configuration. Other project improvements include the re-striping of Route 55 Northbound, from one lane to two lanes, from the existing point, where Route 55 Northbound tapers from two lanes to one lane, up to the tie-in with Route 42 Northbound. The second lane on Route 55 Northbound will become a continuous auxiliary lane, up to the proposed entrance to new Ramp A, connecting Route 42 Northbound to I-295 Southbound. The existing Leaf Avenue ramps off Route 42 Northbound will be relocated approximately 750 feet to the South and will intersect with Benigno Blvd. The new exit location off Route 42 Northbound requires a ramp connection, separated from the mainline, to prevent queued traffic at the new intersection from mixing with mainline traffic. This ramp connection splits off from the Ramp A entrance on the left and runs parallel to Route 42 to the new intersection which will be signalized. Benigno Blvd. will be realigned to meet Edgewood Avenue, and Wellwood Avenue will be extended to a T-intersection with Benigno Blvd.

ASSET MANAGEMENT CATEGORY: Congestion Relief - Highway Operational Improvements **SPONSOR:** NJDOT

AIR QUALITY CODE (NON-EXEMPT / EXEMPT): 2025M (Non-Exempt)

FINANCIAL PLAN REQUIREMENT: This project is part of a Major Project which is defined as a project with a total estimated cost of \$500 million or more that is receiving federal financial assistance and an annual financial management plan is required to be prepared.

STRUCTURE NO.: N/A **LEGISLATIVE DISTRICT:** 5

			<i>Amounts in Millions of Dollars</i>									
MPO	PHASE	FUND	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031
DVRPC	CON	NHFP-HWY										
DVRPC	CON	NHPP	\$20.000									



FY 2022-2031 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

New Jersey Department of Transportation

Resurfacing, Federal

DBNUM: 99327A

UPC:

MILEPOST(S): 0.00 - 0.00

COUNTY: Various

MUNICIPALITY: Various

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

ASSET MANAGEMENT CATEGORY: Road Assets - Highway Resurfacing

SPONSOR: NJDOT

AIR QUALITY CODE (NON-EXEMPT / EXEMPT): S10 S10 S10 (Exempt)

FINANCIAL PLAN REQUIREMENT:

STRUCTURE NO.: N/A

LEGISLATIVE DISTRICT: Various

MPO	PHASE	FUND	<i>Amounts in Millions of Dollars</i>									
			FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031
DVRPC	ERC	NHPP					\$30.000	\$30.000	\$15.000	\$5.000	\$15.000	\$5.000
NJTPA	ERC	NHPP					\$50.000	\$50.000	\$51.013	\$15.000	\$30.000	\$15.000
NJTPA	ERC	STBGP-FLEX					\$1.000					
SJTPO	ERC	NHPP					\$15.000	\$15.000	\$5.000	\$2.177	\$5.000	\$2.000
Statewide	ERC	CRRSAA-FLEX	\$3.000									
Statewide	ERC	NHPP	\$1.000	\$1.000	\$1.000	\$10.000	\$50.000	\$50.000	\$25.000	\$10.000	\$19.950	\$10.000
Statewide	ERC	STBGP-FLEX	\$1.138									

Pavement

FY 2022-2031 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

New Jersey Department of Transportation

CR 622 (North Olden Ave), NJ 31 (Pennington Rd) to New York Ave

DBNUM: D2014 **UPC:** 213270 **MILEPOST(S):** 3.73 - 5.56
COUNTY: Mercer
MUNICIPALITY: Ewing Township City of Trenton

Improvements will enhance safety, traffic operations and mobility for all users of the N. Olden Avenue corridor including motorists, pedestrians, bicyclists, and transit users. Per the preliminary preferred alternative (PPA) 2A, improvements will include: 11' travel lanes; 5' bike lane with 2' buffer, and 6-7' sidewalk along Olden Ave between Pennington Rd and Princeton Ave; an 8' wide curbed center median; a total of (4) roundabouts at Parkside Ave, Prospect Ave, Arctic Pkwy, and Capitol Plaza; two (2) proposed HAWK signals; restriping of the New York Ave intersection approach to provide 2 WB throughlanes; installation of Rapid Rectangular Flashing Beacons at unsignalized intersections in the City of Trenton; the restriping of Brunswick Ave EB and WB approaches to include left-turn lanes; connection to future Calhoun Street Extension at the Capitol Plaza roundabout; and high-visibility crosswalks. This project graduated from the DVRPC Local Concept Development Program.

ASSET MANAGEMENT CATEGORY: Local System Support - Local Safety Improvements **SPONSOR:**

AIR QUALITY CODE (NON-EXEMPT / EXEMPT): R1 (Exempt)

FINANCIAL PLAN REQUIREMENT:

STRUCTURE NO.: N/A

LEGISLATIVE DISTRICT: 15

MPO	PHASE	FUND	Amounts in Millions of Dollars										
			FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	
DVRPC	PE	STBGP-TRENTON	\$1.000										
DVRPC	DES	STBGP-TRENTON			\$2.000								
DVRPC	CON	STBGP-TRENTON						\$4.356	\$5.428	\$4.501	\$5.575	\$4.650	



FY 2022-2031 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

New Jersey Department of Transportation

Route 76, Bridges over Route 130

DBNUM: 11326A

UPC: 148090

MILEPOST(S): 0.70 - 1.20

COUNTY: Camden

MUNICIPALITY: Gloucester City

Initiated by the Bridge Management System, this project will replace the bridge deck on the Route 76 over Route 130 Northbound bridge and replace the superstructures of the Ramp to Route 76 Northbound over Route 130 Southbound and the Route 76 over 130 Southbound bridge.

ASSET MANAGEMENT CATEGORY: Bridge Assets - Bridge Rehab and Replacement

SPONSOR: NJDOT

AIR QUALITY CODE (NON-EXEMPT / EXEMPT): S19 (Exempt)

FINANCIAL PLAN REQUIREMENT: This project is part of a project with a total cost between \$100 and \$500 million programmed to receive federal financial assistance and an annual financial management plan is required to be prepared.

STRUCTURE NO.: 0417155

0417156

0417157

LEGISLATIVE DISTRICT: 5

Amounts in Millions of Dollars

MPO	PHASE	FUND	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031
DVRPC	CON	STBGP-OS-BRDG		\$26.391	\$26.391							

Bridge

FY 2022-2031 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

New Jersey Department of Transportation

Route 206, South Broad Street Bridge over Assunpink Creek

DBNUM: L064 **UPC:** 950151 **MILEPOST(S):** 42.70 - 42.90
COUNTY: Mercer
MUNICIPALITY: Trenton City

Initiated by the Bridge Management System, this project will rehabilitate the structurally deficient and functionally obsolete bridge, built in 1843.

ASSET MANAGEMENT CATEGORY: Local System Support - Local Bridges

SPONSOR: NJDOT

AIR QUALITY CODE (NON-EXEMPT / EXEMPT): S19 (Exempt)

FINANCIAL PLAN REQUIREMENT:

STRUCTURE NO.: 1100002

LEGISLATIVE DISTRICT: 15

MPO	PHASE	FUND	<i>Amounts in Millions of Dollars</i>																
			FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031							
DVRPC	CON	CRRSAA-TRENTON		\$2.102															
DVRPC	CON	HWIZ910-TRENTON		\$0.368															
DVRPC	CON	HWIZ919-TRENTON		\$0.300															
DVRPC	CON	STBGP-TRENTON		\$4.916	\$3.005		\$4.414												



FY 2022-2031 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

New Jersey Department of Transportation

US 322/CR 536 (Swedesboro Rd), Woolwich-Harrison Twp Line to NJ 55

DBNUM: D2211 **UPC:** 223140 **MILEPOST(S):** 8.50 - 15.20
COUNTY: Gloucester
MUNICIPALITY: Harrison Township

The project will consist of restoring 6.7 miles of the existing pavement surface through a mill and overlay, new striping and pavement markings, RPMs, upgrade of the existing guiderail and upgrade of pedestrian facilities for ADA/PROWAG compliance. Sidewalk will be connected from Myers Drive to Tomlin Station Road on the southerly side of the roadway segment and from Tomlin Station Road to Witherspoon Drive on the north side. This will provide an integrated sidewalk system from the Cherry Lawn/Mullica Station sections of Harrison Township to the Inspira Health Center.

ASSET MANAGEMENT CATEGORY: Local System Support - Local Roadway Improvements **SPONSOR:** Gloucester County

AIR QUALITY CODE (NON-EXEMPT / EXEMPT): S10 (Exempt)

FINANCIAL PLAN REQUIREMENT:

STRUCTURE NO.: N/A

LEGISLATIVE DISTRICT: 5

MPO	PHASE	FUND	<i>Amounts in Millions of Dollars</i>												
			FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031			
DVRPC	CON	STBGP-PHILA	\$9.129	\$0.000											



FY 2022-2031 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

New Jersey Department of Transportation

Parkway Avenue (CR 634), Scotch Road (CR 611) to Route 31 (Pennington Road)

DBNUM: D1910 UPC: 193680 MILEPOST(S): 2.20 - 4.40

COUNTY: Mercer

MUNICIPALITY: Ewing Twp Trenton City

The project's primary goals include: reduce the frequency and severity of crashes within the project corridor; improve mobility and accessibility for bicyclists and pedestrians; and upgrade the corridor to comply with NJDOT, Mercer County, and municipal Complete Streets Policy. In November 2015, the CR 634 (Parkway Avenue) corridor from CR 611 (Scotch Road) to NJ 31 (Pennington Road) was identified as the top candidate in the NJDOT-led Regional Road Diet Pilot Program and as DVRPC's top candidate to advance to Concept Development. The proposed Preliminary Preferred Alternative (PPA) from the 2019 HSIP funded Concept Development study includes elements such as a 3-lane road diet throughout the corridor with TWLTL and bicycle lanes from Scotch Road to Parkside and 2-lane section with bike lanes from Parkside to Olden Avenue; retrofit signalized intersections where possible to accommodate new intersection approaches; and converting five (5) existing signalized intersections at Scotch Road, Lower Ferry Road, Farrell Avenue, Olden Avenue, and Pennington Road to modern roundabouts. Project will also consider improvements for intersections, substandard design elements, ADA compliancy, drainage, and signal upgrades.

ASSET MANAGEMENT CATEGORY: Local System Support - Local Roadway Improvements SPONSOR: Mercer County

AIR QUALITY CODE (NON-EXEMPT / EXEMPT): 2035M (Exempt)

FINANCIAL PLAN REQUIREMENT:

STRUCTURE NO.: N/A

LEGISLATIVE DISTRICT: 15

			<i>Amounts in Millions of Dollars</i>									
MPO	PHASE	FUND	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031
DVRPC	DES	HSIP		\$0.450								
DVRPC	CON	HSIP				\$3.000	\$3.000	\$0.956				

Safety

FY 2022-2031 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

New Jersey Department of Transportation

Sicklerville Road (CR 705) and Erial Road (CR 706) Systemic Roundabout

DBNUM: D1913 **UPC:** 193760 **MILEPOST(S):**
COUNTY: Camden
MUNICIPALITY: Winslow Township

Funds would provide for a roundabout at the intersection CR 705 (Sicklerville Road) and CR 706 (Erial Road) in Winslow Township. The location features a three-leg intersection with skewed alignment and is governed by a stop sign on CR 706. The skewed alignment of the intersection leads to crashes because drivers cannot see well around the corner of the intersection. A roundabout will replace the existing problematic intersection geometry with a circle, thereby allowing drivers a clear visual throughout the entire intersection. There are also multiple occurrences of rear end crashes at the stop sign on CR 706 (Erial Rd) where cars wait to turn onto CR 705 (Sicklerville Rd). The roundabout will alleviate this problem since drivers will slow and yield instead of being required to make a full stop. Further, the existing intersection enables drivers on CR 705 to travel at a high rate of speed toward the nearby intersection of CR 705 and CR 536 (Malaga Road). A roundabout at the intersection of CR 706 and CR 705 will force drivers to slow down, resulting in slower speeds through the intersection of CR 705 and CR 536 and greater driver reaction time. DVRPC's 2009 Regional Roundabout Analysis, Phase II identified this intersection as a priority site for investigation into a roundabout conversion.

ASSET MANAGEMENT CATEGORY: Safety Management - Safety Improvements **SPONSOR:** Camden County
AIR QUALITY CODE (NON-EXEMPT / EXEMPT): R1 (Exempt)
FINANCIAL PLAN REQUIREMENT:
STRUCTURE NO.: N/A **LEGISLATIVE DISTRICT:** 4

MPO	PHASE	FUND	<i>Amounts in Millions of Dollars</i>									
			FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031
DVRPC	DES	HSIP	\$0.172									
DVRPC	CON	HSIP			\$0.500							
DVRPC	CON	STBGP-PHILA			\$1.018							



FY 2022-2031 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

New Jersey Transit

Rail Support Facilities and Equipment

DBNUM: T37 **UPC:** **MILEPOST(S):**
COUNTY: Various
MUNICIPALITY: Various

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

ASSET MANAGEMENT CATEGORY: Mass Transit Assets - Rail **SPONSOR:** NJ TRANSIT

AIR QUALITY CODE (NON-EXEMPT / EXEMPT): M11 MT8 MT9 (Exempt)

FINANCIAL PLAN REQUIREMENT:

STRUCTURE NO.: **LEGISLATIVE DISTRICT:** Various

UNOBLIGATED PRIOR YEAR FUNDING

Description	MPO	Fund	Year	Amount
Rail Support Facilities and Equipment	NJTPA	OTHER	2021	\$6.312
Rail Support Facilities and Equipment	NJTPA	SECT 5307	2021	\$42.107

MPO	PHASE	FUND	Amounts in Millions of Dollars										
			FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	
DVRPC	ERC	STATE	\$0.391	\$0.606	\$0.606	\$0.606	\$0.606	\$0.606	\$0.606	\$0.606	\$0.606	\$0.606	\$0.606
NJTPA	ERC	METRO-NORTH	\$0.690	\$0.690	\$0.690	\$0.690	\$0.690	\$0.690	\$0.690	\$0.690	\$0.690	\$0.690	\$0.690
NJTPA	ERC	SECT 5307	\$14.096										
NJTPA	ERC	STATE	\$18.135	\$18.074	\$10.150	\$17.260	\$17.260	\$9.260	\$9.260	\$9.260	\$9.260	\$9.260	\$9.260
SJTPO	ERC	STATE	\$0.072	\$0.118	\$0.118	\$0.118	\$0.118	\$0.118	\$0.118	\$0.118	\$0.118	\$0.118	\$0.118



Appendix E

Investment Plan Data

Section 2: Freight Projects by MPO

B. NJTPA

FY 2022-2031 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

New Jersey Department of Transportation

Route 80, Bridges over Howard Boulevard (CR 615)

DBNUM: 15351 **UPC:** 153510 **MILEPOST(S):** 30.22 - 31.25
COUNTY: Morris
MUNICIPALITY: Mount Arlington Boro Roxbury Twp

Initiated from the Bridge Management System, the Route 80 Eastbound and Route 80 Westbound structures over Howard Boulevard will be evaluated for either rehabilitation or replacement. In addition, operation improvements within the interchange will be explored, along with improvements to acceleration and deceleration lanes.

ASSET MANAGEMENT CATEGORY: Bridge Assets - Bridge Rehab and Replacement

SPONSOR: NJDOT

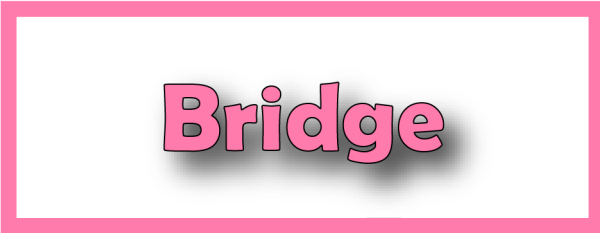
AIR QUALITY CODE (NON-EXEMPT / EXEMPT): NR3 (Exempt)

FINANCIAL PLAN REQUIREMENT:

STRUCTURE NO.: 1412169 1412168

LEGISLATIVE DISTRICT: 25

			<i>Amounts in Millions of Dollars</i>									
MPO	PHASE	FUND	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031
NJTPA	ROW	NHPP	\$1.500									
NJTPA	CON	NHPP		\$14.000	\$14.000							



FY 2022-2031 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

New Jersey Department of Transportation

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

DBNUM: 11415 **UPC:** 114150 **MILEPOST(S):** 56.00 - 65.40
COUNTY: Passaic Bergen
MUNICIPALITY: Various

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

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

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

ASSET MANAGEMENT CATEGORY: Road Assets - Highway Rehab and Recon

SPONSOR: NJDOT

AIR QUALITY CODE (NON-EXEMPT / EXEMPT): 2040M (Exempt)

FINANCIAL PLAN REQUIREMENT: This project is part of a Major Project which is defined as a project with a total estimated cost of \$500 million or more that is receiving federal financial assistance and an annual financial management plan is required to be prepared.

STRUCTURE NO.: Various

LEGISLATIVE DISTRICT: 35 37 38 40

MPO	PHASE	FUND	<i>Amounts in Millions of Dollars</i>										
			FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	
NJTPA	DES	NHPP	\$0.000		\$30.000		\$9.000						
NJTPA	ROW	NHPP		\$0.000		\$4.000							
NJTPA	CON	NHFP-HWY					\$52.865	\$56.905	\$61.254	\$65.936	\$70.975	\$76.399	
NJTPA	CON	NHPP						\$44.612				\$201.215	

Operations

FY 2022-2031 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

New Jersey Department of Transportation

Route 287, River Road & Easton Avenue Interchange Improvements

DBNUM: 9169Q **UPC:** 078021 **MILEPOST(S):** 10.27 - 10.60
COUNTY: Middlesex **Somerset**
MUNICIPALITY: Piscataway Twp **Franklin Twp**

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.

ASSET MANAGEMENT CATEGORY: Congestion Relief - Highway Operational Improvements **SPONSOR:** NJDOT

AIR QUALITY CODE (NON-EXEMPT / EXEMPT): (Exempt)

FINANCIAL PLAN REQUIREMENT:

STRUCTURE NO.: N/A **LEGISLATIVE DISTRICT:** 17

MPO	PHASE	FUND	<i>Amounts in Millions of Dollars</i>									
			FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031
NJTPA	CD	N/A	\$0.000									
NJTPA	PE	NHPP		\$1.338								
NJTPA	DES	NHPP			\$2.846							
NJTPA	ROW	NHPP				\$1.070						
NJTPA	CON	NHPP					\$38.157					



FY 2022-2031 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

New Jersey Department of Transportation

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

DBNUM: 12318 **UPC:** 123180 **MILEPOST(S):** 13.28 - 13.48
COUNTY: Essex
MUNICIPALITY: Newark City

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

ASSET MANAGEMENT CATEGORY: Bridge Assets - Deck Rehab and Replacement

SPONSOR: NJDOT

AIR QUALITY CODE (NON-EXEMPT / EXEMPT): S19 (Exempt)

FINANCIAL PLAN REQUIREMENT:

STRUCTURE NO.: 0730192

LEGISLATIVE DISTRICT: 29

Amounts in Millions of Dollars

MPO	PHASE	FUND	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031
NJTPA	CON	NHPP		\$15.000	\$16.100							

Capacity

FY 2022-2031 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

New Jersey Department of Transportation

Route 440, Route 95 to Kreil St

DBNUM: 14355	UPC: 143550	MILEPOST(S): 0.05 - 4.00
COUNTY: Middlesex		
MUNICIPALITY: Edison Twp	Woodbridge Twp	Perth Amboy City

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.

ASSET MANAGEMENT CATEGORY: Road Assets - Highway Resurfacing

SPONSOR: NJDOT

AIR QUALITY CODE (NON-EXEMPT / EXEMPT): (Exempt)

FINANCIAL PLAN REQUIREMENT:

STRUCTURE NO.: N/A

LEGISLATIVE DISTRICT: 18 19

MPO	PHASE	FUND	<i>Amounts in Millions of Dollars</i>													
			FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031				
NJTPA	CD	N/A	\$0.000													
NJTPA	PE	NHPP		\$3.000												
NJTPA	DES	NHPP				\$7.000										
NJTPA	ROW	NHPP						\$7.000								
NJTPA	CON	NHPP										\$130.500				



FY 2022-2031 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

New Jersey Department of Transportation

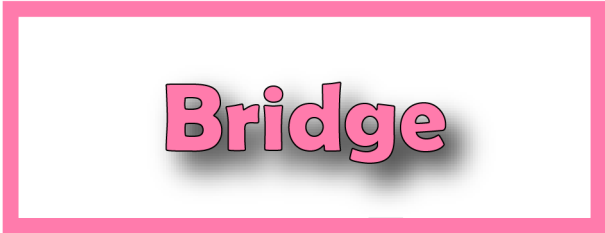
Hamilton Road, Bridge over Conrail RR

DBNUM: 14416 **UPC:** 144160 **MILEPOST(S):**
COUNTY: Somerset
MUNICIPALITY: Hillsborough Twp

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.

ASSET MANAGEMENT CATEGORY: Bridge Assets - Bridge Rehab and Replacement **SPONSOR:** NJDOT
AIR QUALITY CODE (NON-EXEMPT / EXEMPT): S19 (Exempt)
FINANCIAL PLAN REQUIREMENT:
STRUCTURE NO.: 1850166 **LEGISLATIVE DISTRICT:** 16

MPO	PHASE	FUND	<i>Amounts in Millions of Dollars</i>																	
			FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031								
NJTPA	DES	BFP-OS-BRDG	\$2.800																	
NJTPA	DES	NHPP	\$0.000																	
NJTPA	ROW	BFP-OS-BRDG		\$0.900																
NJTPA	ROW	STATE		\$0.000																
NJTPA	CON	BFP-OS-BRDG					\$13.850													
NJTPA	CON	STBGP-OS-BRDG					\$0.000													



FY 2022-2031 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

New Jersey Department of Transportation

Oak Tree Road Bridge, CR 604

DBNUM: 99316 **UPC:** 993160 **MILEPOST(S):** 0.45 - 0.45
COUNTY: Middlesex
MUNICIPALITY: Edison Twp

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

ASSET MANAGEMENT CATEGORY: Bridge Assets - Railroad Overhead Bridges **SPONSOR:** NJDOT

AIR QUALITY CODE (NON-EXEMPT / EXEMPT): O10a (Exempt)

FINANCIAL PLAN REQUIREMENT:

STRUCTURE NO.: 1253164

LEGISLATIVE DISTRICT: 18

Amounts in Millions of Dollars

MPO	PHASE	FUND	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031
NJTPA	DES	NHPP	\$1.800									
NJTPA	ROW	NHPP				\$2.000						
NJTPA	CON	NHPP							\$22.860			

Bridge

FY 2022-2031 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

New Jersey Department of Transportation

Pavement Preservation

DBNUM: X51 **UPC:** **MILEPOST(S):**
COUNTY: Various
MUNICIPALITY: Various

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.

ASSET MANAGEMENT CATEGORY: Road Assets - Highway Capital Maintenance

SPONSOR: NJDOT

AIR QUALITY CODE (NON-EXEMPT / EXEMPT): S10 S10 S10 (Exempt)

FINANCIAL PLAN REQUIREMENT:

STRUCTURE NO.: N/A

LEGISLATIVE DISTRICT: Various

MPO	PHASE	FUND	<i>Amounts in Millions of Dollars</i>											
			FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031		
DVRPC	ERC	HWYINF	\$1.000											
DVRPC	ERC	NHPP	\$35.107	\$6.819	\$7.227	\$8.000	\$8.000	\$8.000	\$8.000	\$8.000	\$8.000	\$8.000	\$8.000	\$8.000
DVRPC	ERC	STBGP-FLEX	\$1.000	\$1.705	\$1.807	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000
DVRPC	ERC	STBGP-PHILA	\$2.523											
SJTPO	ERC	HWYINF	\$1.323											
SJTPO	ERC	NHPP	\$0.000	\$3.409	\$3.613	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000
SJTPO	ERC	STBGP-FLEX	\$6.501	\$0.852	\$0.903	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000
SJTPO	ERC	STBGP-L5K	\$2.300											
Statewide	ERC	HWYINF	\$0.000											
Statewide	ERC	NHPP	\$3.120											

Pavement

FY 2022-2031 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

New Jersey Department of Transportation

Route 1, Alexander Road to Mapleton Road

DBNUM: 17419 **UPC:** 174190 **MILEPOST(S):** 10.80 - 12.07
COUNTY: Mercer Middlesex
MUNICIPALITY: West Windsor Twp Plainsboro

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).

ASSET MANAGEMENT CATEGORY: Congestion Relief - Major Widening **SPONSOR:** NJDOT
AIR QUALITY CODE (NON-EXEMPT / EXEMPT): 2035M 2030M (Non-Exempt)
FINANCIAL PLAN REQUIREMENT:
STRUCTURE NO.: 1103155 **LEGISLATIVE DISTRICT:** 14 15

MPO	PHASE	FUND	Amounts in Millions of Dollars									
			FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031
DVRPC	ROW	NHPP	\$0.000			\$5.830						
NJTPA	ROW	NHPP	\$0.000			\$1.670						
DVRPC	UTI	NHPP				\$0.000	\$11.200					
DVRPC	CON	NHPP								\$6.739		
NJTPA	CON	NHPP								\$12.261		



FY 2022-2031 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

New Jersey Department of Transportation

Route 1, NB Bridge over Raritan River

DBNUM: 15303 **UPC:** 153030 **MILEPOST(S):** 27.49 - 28.41
COUNTY: Middlesex
MUNICIPALITY: Edison Twp New Brunswick City

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

ASSET MANAGEMENT CATEGORY: Bridge Assets - Bridge Rehab and Replacement

SPONSOR: NJDOT

AIR QUALITY CODE (NON-EXEMPT / EXEMPT): S19 (Exempt)

FINANCIAL PLAN REQUIREMENT:

STRUCTURE NO.: 1203150

LEGISLATIVE DISTRICT: 18 17

MPO	PHASE	FUND	<i>Amounts in Millions of Dollars</i>												
			FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031			
NJTPA	DES	STATE		\$4.400											
NJTPA	ROW	STATE			\$0.200										
NJTPA	CON	NHPP												\$84.650	

Bridge

FY 2022-2031 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

New Jersey Department of Transportation

Route 1&9, Interchange at Route I-278

DBNUM: 95023 **UPC:** 950177 **MILEPOST(S):** 42.20 - 42.40
COUNTY: Union
MUNICIPALITY: Linden City

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.

ASSET MANAGEMENT CATEGORY: Congestion Relief - Highway Operational Improvements **SPONSOR:** NJDOT

AIR QUALITY CODE (NON-EXEMPT / EXEMPT): NR3 (Exempt)

FINANCIAL PLAN REQUIREMENT: This project is part of a project with a total cost between \$100 and \$500 million programmed to receive federal financial assistance and an annual financial management plan is required to be prepared.

STRUCTURE NO.: 2015153

LEGISLATIVE DISTRICT: 22

Amounts in Millions of Dollars

MPO	PHASE	FUND	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031
NJTPA	DES	NHPP		\$3.300								
NJTPA	DES	OTHER		\$4.000								
NJTPA	ROW	OTHER			\$4.500							
NJTPA	ROW	NHPP			\$5.000							
NJTPA	UTI	OTHER				\$6.000						
NJTPA	CON	NHPP					\$9.850					
NJTPA	CON	OTHER					\$82.400					



FY 2022-2031 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

New Jersey Department of Transportation

Route 23, Route 80 and Route 46 Interchange

DBNUM: 9233B6 **UPC:** 009234 **MILEPOST(S):** 5.10 - 5.70
COUNTY: Passaic Essex
MUNICIPALITY: Wayne Twp Fairfield Twp

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.

ASSET MANAGEMENT CATEGORY: Congestion Relief - Highway Operational Improvements **SPONSOR:** NJDOT

AIR QUALITY CODE (NON-EXEMPT / EXEMPT): NR3 (Exempt)

FINANCIAL PLAN REQUIREMENT:

STRUCTURE NO.: N/A

LEGISLATIVE DISTRICT: 40 26

Amounts in Millions of Dollars

MPO	PHASE	FUND	<i>Amounts in Millions of Dollars</i>												
			FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031			
NJTPA	DES	NHPP	\$0.000	\$3.800											
NJTPA	CON	NHPP												\$63.500	

Bottleneck

FY 2022-2031 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

New Jersey Department of Transportation

Resurfacing, Federal

DBNUM: 99327A

UPC:

MILEPOST(S): 0.00 - 0.00

COUNTY: Various

MUNICIPALITY: Various

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

ASSET MANAGEMENT CATEGORY: Road Assets - Highway Resurfacing

SPONSOR: NJDOT

AIR QUALITY CODE (NON-EXEMPT / EXEMPT): S10 S10 S10 (Exempt)

FINANCIAL PLAN REQUIREMENT:

STRUCTURE NO.: N/A

LEGISLATIVE DISTRICT: Various

MPO	PHASE	FUND	<i>Amounts in Millions of Dollars</i>									
			FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031
DVRPC	ERC	NHPP					\$30.000	\$30.000	\$15.000	\$5.000	\$15.000	\$5.000
NJTPA	ERC	NHPP					\$50.000	\$50.000	\$51.013	\$15.000	\$30.000	\$15.000
NJTPA	ERC	STBGP-FLEX					\$1.000					
SJTPO	ERC	NHPP					\$15.000	\$15.000	\$5.000	\$2.177	\$5.000	\$2.000
Statewide	ERC	CRRSAA-FLEX	\$3.000									
Statewide	ERC	NHPP	\$1.000	\$1.000	\$1.000	\$10.000	\$50.000	\$50.000	\$25.000	\$10.000	\$19.950	\$10.000
Statewide	ERC	STBGP-FLEX	\$1.138									



FY 2022-2031 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

New Jersey Department of Transportation

Route 9/35, Main Street Interchange

DBNUM: 079A **UPC:** 088032 **MILEPOST(S):** 129.77 - 130.34
COUNTY: Middlesex
MUNICIPALITY: Sayreville Boro South Amboy City

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

ASSET MANAGEMENT CATEGORY: Congestion Relief - Highway Operational Improvements **SPONSOR:** NJDOT
AIR QUALITY CODE (NON-EXEMPT / EXEMPT): (Exempt)

FINANCIAL PLAN REQUIREMENT:
STRUCTURE NO.: 1208150

LEGISLATIVE DISTRICT: 19

Amounts in Millions of Dollars

MPO	PHASE	FUND	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031
NJTPA	CD	N/A	\$0.000									
NJTPA	PE	NHPP	\$4.600									
NJTPA	DES	NHPP				\$7.500						
NJTPA	ROW	NHPP					\$4.000					
NJTPA	CON	NHPP										\$85.270



FY 2022-2031 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

New Jersey Department of Transportation

Portway, Fish House Road/Pennsylvania Avenue, CR 659

DBNUM: 97005B

UPC: 028041

MILEPOST(S): 0.50 - 1.40

COUNTY: Hudson

MUNICIPALITY: Kearny Town

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

ASSET MANAGEMENT CATEGORY: Local System Support - Local Roadway Improvements

SPONSOR: NJDOT

AIR QUALITY CODE (NON-EXEMPT / EXEMPT): S4, S7 (Exempt)

FINANCIAL PLAN REQUIREMENT:

STRUCTURE NO.: N/A

LEGISLATIVE DISTRICT: 32

Amounts in Millions of Dollars

MPO	PHASE	FUND	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031
NJTPA	CON	NHFP-HWY	\$0.000	\$24.876								
NJTPA	CON	STBGP-FLEX	\$0.000	\$19.524								

Capacity

FY 2022-2031 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

New Jersey Department of Transportation

Route 46, Route 23 (Pompton Avenue) to Route 20, ITS

DBNUM: 06366C	UPC: 148060	MILEPOST(S): 55.98 - 63.85	
COUNTY: Passaic			
MUNICIPALITY: Wayne Twp	Totowa Boro	Little Falls Twp	Clifton City

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

ASSET MANAGEMENT CATEGORY: Congestion Relief - Intelligent Transportation Systems

SPONSOR: NJDOT

AIR QUALITY CODE (NON-EXEMPT / EXEMPT): AQ2, O7 (Exempt)

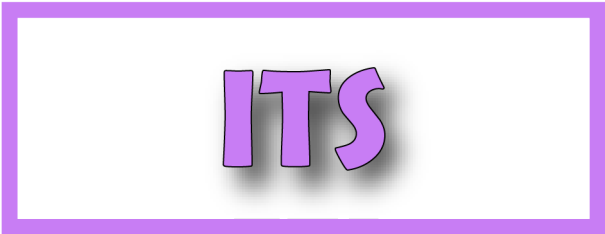
FINANCIAL PLAN REQUIREMENT:

STRUCTURE NO.: N/A

LEGISLATIVE DISTRICT: 40 36 34

Amounts in Millions of Dollars

MPO	PHASE	FUND	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031
NJTPA	CON	NHFP-HWY	\$9.000									
NJTPA	CON	NHPP	\$0.000									



FY 2022-2031 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

New Jersey Department of Transportation

Route 71, Bridge over NJ Transit (NJCL)

DBNUM: 15449 **UPC:** 154490 **MILEPOST(S):** 11.59 - 11.59
COUNTY: Monmouth
MUNICIPALITY: Deal

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.

ASSET MANAGEMENT CATEGORY: Bridge Assets - Bridge Rehab and Replacement

SPONSOR: NJDOT

AIR QUALITY CODE (NON-EXEMPT / EXEMPT): S19 (Exempt)

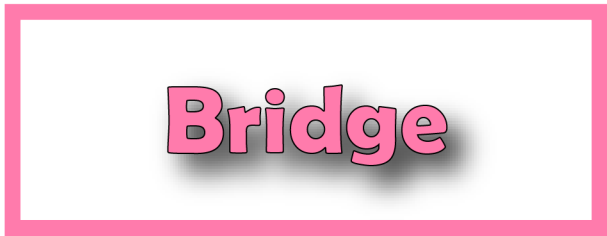
FINANCIAL PLAN REQUIREMENT:

STRUCTURE NO.: 1321154

LEGISLATIVE DISTRICT: 11

Amounts in Millions of Dollars

MPO	PHASE	FUND	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031
NJTPA	DES	DEMO-R	\$0.000	\$1.079								
NJTPA	DES	STBGP-FLEX	\$0.000	\$1.921								
NJTPA	ROW	STBGP-FLEX		\$0.000	\$1.000							
NJTPA	CON	STBGP-FLEX			\$0.000	\$20.321	\$6.679					



FY 2022-2031 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

New Jersey Department of Transportation

Route 166, Bridges over Branch of Toms River

DBNUM: 14324 **UPC:** 143240 **MILEPOST(S):** 0.90 - 1.15
COUNTY: Ocean
MUNICIPALITY: South Toms River Boro Toms River Twp

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

ASSET MANAGEMENT CATEGORY: Bridge Assets - Deck Rehab and Replacement

SPONSOR: NJDOT

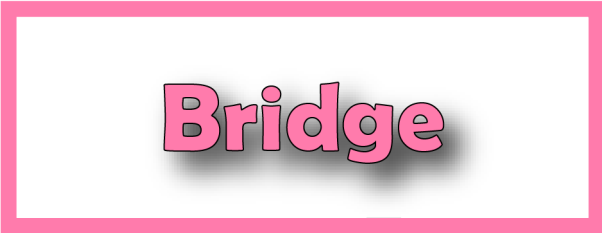
AIR QUALITY CODE (NON-EXEMPT / EXEMPT): S1, S19, AQ2 (Exempt)

FINANCIAL PLAN REQUIREMENT:

STRUCTURE NO.: 1516152 1516151

LEGISLATIVE DISTRICT: 9 10

			<i>Amounts in Millions of Dollars</i>									
MPO	PHASE	FUND	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031
NJTPA	CON	DEMO-R		\$0.608								
NJTPA	CON	STBGP-OS-BRDG		\$17.642	\$6.000							



FY 2022-2031 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

New Jersey Department of Transportation

Hamilton Road, Bridge over Conrail RR

DBNUM: 14416 **UPC:** 144160 **MILEPOST(S):**
COUNTY: Somerset
MUNICIPALITY: Hillsborough Twp

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.

ASSET MANAGEMENT CATEGORY: Bridge Assets - Bridge Rehab and Replacement

SPONSOR: NJDOT

AIR QUALITY CODE (NON-EXEMPT / EXEMPT): S19 (Exempt)

FINANCIAL PLAN REQUIREMENT:

STRUCTURE NO.: 1850166

LEGISLATIVE DISTRICT: 16

			<i>Amounts in Millions of Dollars</i>									
MPO	PHASE	FUND	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031
NJTPA	DES	BFP-OS-BRDG	\$2.800									
NJTPA	DES	NHPP	\$0.000									
NJTPA	ROW	BFP-OS-BRDG		\$0.900								
NJTPA	ROW	STATE		\$0.000								
NJTPA	CON	BFP-OS-BRDG				\$13.850						
NJTPA	CON	STBGP-OS-BRDG				\$0.000						



FY 2022-2031 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

New Jersey Department of Transportation

Route 57/182/46, Hackettstown Mobility Improvements

DBNUM: 9237	UPC: 950409	MILEPOST(S): 0.00 - 0.96
COUNTY: Warren	Morris	
MUNICIPALITY: Hackettstown Town	Washington Twp	

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.

ASSET MANAGEMENT CATEGORY: Congestion Relief - Highway Operational Improvements

SPONSOR: NJDOT

AIR QUALITY CODE (NON-EXEMPT / EXEMPT): (Exempt)

FINANCIAL PLAN REQUIREMENT:

STRUCTURE NO.: N/A

LEGISLATIVE DISTRICT: 23 25

Amounts in Millions of Dollars

MPO	PHASE	FUND	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031
NJTPA	CON	CMAQ	\$5.890									

Bottleneck

FY 2022-2031 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

New Jersey Department of Transportation

Route 202, First Avenue Intersection Improvements

DBNUM: 02372B **UPC:** 023722 **MILEPOST(S):** 23.90 - 24.10
COUNTY: Somerset
MUNICIPALITY: Raritan Boro

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

ASSET MANAGEMENT CATEGORY: Congestion Relief - Highway Operational Improvements

SPONSOR: NJDOT

AIR QUALITY CODE (NON-EXEMPT / EXEMPT): NR1, NR2 (Exempt)

FINANCIAL PLAN REQUIREMENT:

STRUCTURE NO.: N/A

LEGISLATIVE DISTRICT: 23

Amounts in Millions of Dollars

MPO	PHASE	FUND	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031
NJTPA	ROW	CMAQ	\$3.267									
NJTPA	CON	CMAQ			\$7.433							

Capacity

FY 2022-2031 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

New Jersey Department of Transportation

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

DBNUM: 12408B **UPC:** 158100 **MILEPOST(S):** 6.05 - 8.26
COUNTY: Essex
MUNICIPALITY: Belleville Twp Nutley Twp

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

ASSET MANAGEMENT CATEGORY: Road Assets - Highway Rehab and Recon

SPONSOR: NJDOT

AIR QUALITY CODE (NON-EXEMPT / EXEMPT): S10, AQ2 (Exempt)

FINANCIAL PLAN REQUIREMENT:

STRUCTURE NO.: N/A

LEGISLATIVE DISTRICT: 29 28

Amounts in Millions of Dollars

MPO	PHASE	FUND	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031
NJTPA	ROW	STATE	\$0.500									
NJTPA	CON	HSIP			\$11.500							

Pavement

FY 2022-2031 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

New Jersey Department of Transportation

Route 15 and Berkshire Valley Road (CR 699)

DBNUM: 13350 **UPC:** 133500 **MILEPOST(S):** 3.79 - 4.13

COUNTY: Morris

MUNICIPALITY: Jefferson Twp

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.

ASSET MANAGEMENT CATEGORY: Safety Management - Safety Improvements

SPONSOR: NJDOT

AIR QUALITY CODE (NON-EXEMPT / EXEMPT): Nr1, NR2 (Exempt)

FINANCIAL PLAN REQUIREMENT:

STRUCTURE NO.: N/A

LEGISLATIVE DISTRICT: 26

Amounts in Millions of Dollars

MPO	PHASE	FUND	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031
NJTPA	CON	HSIP	\$6.130									



FY 2022-2031 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

New Jersey Department of Transportation

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

DBNUM: 14357 **UPC:** 143570 **MILEPOST(S):** 0.74 - 2.62
COUNTY: Monmouth
MUNICIPALITY: Neptune Twp

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

ASSET MANAGEMENT CATEGORY: Safety Management - Safety Improvements

SPONSOR: NJDOT

AIR QUALITY CODE (NON-EXEMPT / EXEMPT): 2030M (Exempt)

FINANCIAL PLAN REQUIREMENT:

STRUCTURE NO.: N/A

LEGISLATIVE DISTRICT: 11

Amounts in Millions of Dollars

MPO	PHASE	FUND	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031
NJTPA	CON	HSIP					\$22.150					

Pavement

FY 2022-2031 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

New Jersey Department of Transportation

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

DBNUM: 15395	UPC: 153950	MILEPOST(S): 2.00 - 3.95
COUNTY: Union		
MUNICIPALITY: Elizabeth City	Union Twp	Hillside Twp

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

ASSET MANAGEMENT CATEGORY: Road Assets - Highway Resurfacing

SPONSOR: NJDOT

AIR QUALITY CODE (NON-EXEMPT / EXEMPT): S10 (Exempt)

FINANCIAL PLAN REQUIREMENT:

STRUCTURE NO.: N/A

LEGISLATIVE DISTRICT: 20 33

			<i>Amounts in Millions of Dollars</i>									
MPO	PHASE	FUND	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031
NJTPA	CON	HSIP	\$0.847									
NJTPA	CON	NHPP	\$7.853									

Pavement

FY 2022-2031 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

New Jersey Department of Transportation

Lincoln Tunnel Access Project (LTAP)

DBNUM:	11407	UPC:	114070	MILEPOST(S):	
COUNTY:	Hudson	Essex			
MUNICIPALITY:	Jersey City	Newark City		Kearny Town	

Under this program, also known as the Lincoln Tunnel Access Program (LTAP), the Port Authority of NY & NJ provided funding support, in the amount of \$1.8 billion, for improvements to three NJDOT facilities: Route 7, Hackensack River (Wittpenn) Bridge; Route 1&9T Extension (New Road); and Route 1&9 Pulaski Skyway including Route 139 (Hoboken and Conrail Viaducts) eastern approach to the Skyway. The State of NJ is also providing funding, from the TTF, to complete work on the projects.

The Route 7 Wittpenn Bridge is being replaced with a new vertical lift bridge. The total project cost is estimated at \$575 to \$625 million. The project is located in Kearny and Jersey City, Hudson County.

The Route 1&9T Extension (New Road) project will provide a new roadway parallel to Route 1&9 along the railroad right-of-way in Jersey City. It will provide intermodal connections to the rail yards and divert trucks off of Tonnelle Circle and Route 1&9, helping to ease congestion and facilitate goods movement throughout the region. The total project cost is estimated at \$400 to \$450 million. The project is located in Jersey City, Hudson County.

The Route 1&9 Pulaski Skyway project is rehabilitating the 3.5 mile-long structure that carries Route 1&9 over the Hackensack and Passaic Rivers, the New Jersey Turnpike, several railroads and industrial facilities. Also included in the Pulaski Skyway project is the Route 139 eastern approach to the Skyway. The Route 139 portion rehabilitated the Hoboken Viaduct, as well as replaced the deck and rehabilitated the superstructure of the Conrail Viaduct. The total Pulaski Skyway project cost is estimated at \$1.9 to \$2.1 billion. The project is located in Jersey City, Kearny, and Newark in Hudson and Essex Counties.

ASSET MANAGEMENT CATEGORY: Bridge Assets - Bridge Rehab and Replacement

SPONSOR: NJDOT

AIR QUALITY CODE (NON-EXEMPT / EXEMPT): 2040M (Exempt)

FINANCIAL PLAN REQUIREMENT:

STRUCTURE NO.: 0909150 0704150 0901150 0904151 **LEGISLATIVE DISTRICT:** 31 33 32 29

			<i>Amounts in Millions of Dollars</i>									
MPO	PHASE	FUND	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031
NJTPA	ERC	STATE	\$65.000	\$65.000	\$16.000	\$100.000	\$100.000	\$100.000	\$100.000	\$100.000	\$100.000	\$100.000



Appendix E

Investment Plan Data

Section 2: Freight Projects by MPO

C. SJTPO

FY 2022-2031 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

New Jersey Department of Transportation

Pavement Preservation

DBNUM: X51 **UPC:** **MILEPOST(S):**
COUNTY: Various
MUNICIPALITY: Various

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.

ASSET MANAGEMENT CATEGORY: Road Assets - Highway Capital Maintenance

SPONSOR: NJDOT

AIR QUALITY CODE (NON-EXEMPT / EXEMPT): S10 S10 S10 (Exempt)

FINANCIAL PLAN REQUIREMENT:

STRUCTURE NO.: N/A

LEGISLATIVE DISTRICT: Various

MPO	PHASE	FUND	<i>Amounts in Millions of Dollars</i>											
			FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031		
DVRPC	ERC	HWYINF	\$1.000											
DVRPC	ERC	NHPP	\$35.107	\$6.819	\$7.227	\$8.000	\$8.000	\$8.000	\$8.000	\$8.000	\$8.000	\$8.000	\$8.000	\$8.000
DVRPC	ERC	STBGP-FLEX	\$1.000	\$1.705	\$1.807	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	
DVRPC	ERC	STBGP-PHILA	\$2.523											
SJTPO	ERC	HWYINF	\$1.323											
SJTPO	ERC	NHPP	\$0.000	\$3.409	\$3.613	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	
SJTPO	ERC	STBGP-FLEX	\$6.501	\$0.852	\$0.903	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	
SJTPO	ERC	STBGP-L5K	\$2.300											
Statewide	ERC	HWYINF	\$0.000											
Statewide	ERC	NHPP	\$3.120											



FY 2022-2031 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

New Jersey Department of Transportation

Resurfacing, Federal

DBNUM: 99327A **UPC:** **MILEPOST(S):** 0.00 - 0.00
COUNTY: Various
MUNICIPALITY: Various

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

ASSET MANAGEMENT CATEGORY: Road Assets - Highway Resurfacing

SPONSOR: NJDOT

AIR QUALITY CODE (NON-EXEMPT / EXEMPT): S10 S10 S10 (Exempt)

FINANCIAL PLAN REQUIREMENT:

STRUCTURE NO.: N/A

LEGISLATIVE DISTRICT: Various

MPO	PHASE	FUND	<i>Amounts in Millions of Dollars</i>									
			FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031
DVRPC	ERC	NHPP					\$30.000	\$30.000	\$15.000	\$5.000	\$15.000	\$5.000
NJTPA	ERC	NHPP					\$50.000	\$50.000	\$51.013	\$15.000	\$30.000	\$15.000
NJTPA	ERC	STBGP-FLEX					\$1.000					
SJTPO	ERC	NHPP					\$15.000	\$15.000	\$5.000	\$2.177	\$5.000	\$2.000
Statewide	ERC	CRRSAA-FLEX	\$3.000									
Statewide	ERC	NHPP	\$1.000	\$1.000	\$1.000	\$10.000	\$50.000	\$50.000	\$25.000	\$10.000	\$19.950	\$10.000
Statewide	ERC	STBGP-FLEX	\$1.138									



FY 2022-2031 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

New Jersey Department of Transportation

Port of Salem Improvements

DBNUM: PS2201 **UPC:** 223440 **MILEPOST(S):**
COUNTY: Salem
MUNICIPALITY: Salem City

The proposed INFRA Project involves several key components that include: (1) 500 linear foot bulkhead rehabilitation and extension (2) dredging of the berth to -16.5 feet (3) acquisition of an adjacent 6-acre former glass manufacturing facility and (4) site preparation, improvements and a refurbished multi-modal rail connection.

ASSET MANAGEMENT CATEGORY:
AIR QUALITY CODE (NON-EXEMPT / EXEMPT): S1
FINANCIAL PLAN REQUIREMENT:
STRUCTURE NO.:

SPONSOR: SJTPO

LEGISLATIVE DISTRICT: 2

Amounts in Millions of Dollars

MPO	PHASE	FUND
SJTPO	ERC	INFRA

FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031
\$9.000									



FY 2022-2031 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

New Jersey Department of Transportation

Rail-Highway Grade Crossing Program, Federal

DBNUM: X35A1 **UPC:** 800027 **MILEPOST(S):**
COUNTY: Various
MUNICIPALITY: Various

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.

ASSET MANAGEMENT CATEGORY: Safety Management - Safety Improvements

SPONSOR: NJDOT

AIR QUALITY CODE (NON-EXEMPT / EXEMPT): S1 S1 S8 (Exempt)

FINANCIAL PLAN REQUIREMENT:

STRUCTURE NO.: N/A

LEGISLATIVE DISTRICT: Various

MPO	PHASE	FUND	<i>Amounts in Millions of Dollars</i>																	
			FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031								
DVRPC	EC	HSIP	\$2.521																	
DVRPC	EC	RHC	\$0.000	\$0.919	\$0.923	\$0.927	\$0.931	\$0.935	\$0.939	\$0.943	\$0.947	\$0.951								
DVRPC	EC	RHC-PHILA	\$0.615																	
NJTPA	EC	HSIP	\$11.679																	
NJTPA	EC	RHC	\$1.371	\$2.796	\$2.808	\$2.821	\$2.833	\$2.845	\$2.858	\$2.870	\$2.883	\$2.895								
NJTPA	EC	RHC-NY/NWK	\$3.289																	
SJTPO	EC	HSIP	\$0.278																	
SJTPO	EC	RHC	\$0.000	\$0.280	\$0.281	\$0.282	\$0.283	\$0.285	\$0.286	\$0.287	\$0.288	\$0.290								
Statewide	EC	RHC-FLEX	\$1.999																	



Safety

FY 2022-2031 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

New Jersey Department of Transportation

Local Safety/ High Risk Rural Roads Program

DBNUM: 04314 **UPC:** 043140 **MILEPOST(S):** 0.00 - 0.00
COUNTY: Various
MUNICIPALITY: Various

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.

ASSET MANAGEMENT CATEGORY: Local System Support - Local Safety Improvements **SPONSOR:** Local Lead
AIR QUALITY CODE (NON-EXEMPT / EXEMPT): S6 S6 S3 (Exempt)

FINANCIAL PLAN REQUIREMENT:
STRUCTURE NO.: N/A **LEGISLATIVE DISTRICT:** Various

			<i>Amounts in Millions of Dollars</i>									
MPO	PHASE	FUND	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031
DVRPC	ERC	HSIP	\$2.828	\$1.812	\$2.500			\$2.044	\$3.000	\$3.000	\$3.000	\$3.000
NJTPA	ERC	HSIP	\$17.000	\$14.938	\$14.806	\$16.396	\$17.000	\$17.000	\$17.000	\$17.000	\$17.000	\$17.000
SJTPO	ERC	HSIP	\$2.000	\$1.757	\$1.742	\$1.929	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000



FY 2022-2031 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

New Jersey Department of Transportation

Rail-Highway Grade Crossing Program, Federal

DBNUM: X35A1 **UPC:** 800027 **MILEPOST(S):**
COUNTY: Various
MUNICIPALITY: Various

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.

ASSET MANAGEMENT CATEGORY: Safety Management - Safety Improvements

SPONSOR: NJDOT

AIR QUALITY CODE (NON-EXEMPT / EXEMPT): S1 S1 S8 (Exempt)

FINANCIAL PLAN REQUIREMENT:

STRUCTURE NO.: N/A

LEGISLATIVE DISTRICT: Various

MPO	PHASE	FUND	<i>Amounts in Millions of Dollars</i>																	
			FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031								
DVRPC	EC	HSIP	\$2.521																	
DVRPC	EC	RHC	\$0.000	\$0.919	\$0.923	\$0.927	\$0.931	\$0.935	\$0.939	\$0.943	\$0.947	\$0.951								
DVRPC	EC	RHC-PHILA	\$0.615																	
NJTPA	EC	HSIP	\$11.679																	
NJTPA	EC	RHC	\$1.371	\$2.796	\$2.808	\$2.821	\$2.833	\$2.845	\$2.858	\$2.870	\$2.883	\$2.895								
NJTPA	EC	RHC-NY/NWK	\$3.289																	
SJTPO	EC	HSIP	\$0.278																	
SJTPO	EC	RHC	\$0.000	\$0.280	\$0.281	\$0.282	\$0.283	\$0.285	\$0.286	\$0.287	\$0.288	\$0.290								
Statewide	EC	RHC-FLEX	\$1.999																	



Safety

Appendix E

Investment Plan Data

Section 2: Freight Projects by MPO

D. Statewide

FY 2022-2031 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

New Jersey Department of Transportation

Resurfacing, Federal

DBNUM: 99327A

UPC:

MILEPOST(S): 0.00 - 0.00

COUNTY: Various

MUNICIPALITY: Various

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

ASSET MANAGEMENT CATEGORY: Road Assets - Highway Resurfacing

SPONSOR: NJDOT

AIR QUALITY CODE (NON-EXEMPT / EXEMPT): S10 S10 S10 (Exempt)

FINANCIAL PLAN REQUIREMENT:

STRUCTURE NO.: N/A

LEGISLATIVE DISTRICT: Various

MPO	PHASE	FUND	<i>Amounts in Millions of Dollars</i>									
			FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031
DVRPC	ERC	NHPP					\$30.000	\$30.000	\$15.000	\$5.000	\$15.000	\$5.000
NJTPA	ERC	NHPP					\$50.000	\$50.000	\$51.013	\$15.000	\$30.000	\$15.000
NJTPA	ERC	STBGP-FLEX					\$1.000					
SJTPO	ERC	NHPP					\$15.000	\$15.000	\$5.000	\$2.177	\$5.000	\$2.000
Statewide	ERC	CRRSAA-FLEX	\$3.000									
Statewide	ERC	NHPP	\$1.000	\$1.000	\$1.000	\$10.000	\$50.000	\$50.000	\$25.000	\$10.000	\$19.950	\$10.000
Statewide	ERC	STBGP-FLEX	\$1.138									



Pavement

FY 2022-2031 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

New Jersey Department of Transportation

Ferry Program

DBNUM: 00377 **UPC:** 003770 **MILEPOST(S):** 0.00 - 0.00
COUNTY: Various
MUNICIPALITY: Various

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

ASSET MANAGEMENT CATEGORY: Multimodal Programs - Ferries

SPONSOR: NJDOT

AIR QUALITY CODE (NON-EXEMPT / EXEMPT): NRS NA MT8 (Exempt)

FINANCIAL PLAN REQUIREMENT:

STRUCTURE NO.: N/A

LEGISLATIVE DISTRICT: Various

Amounts in Millions of Dollars

MPO	PHASE	FUND	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031
Statewide	ERC	FBP	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000



FY 2022-2031 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

New Jersey Department of Transportation

Rail-Highway Grade Crossing Program, Federal

DBNUM: X35A1 **UPC:** 800027 **MILEPOST(S):**
COUNTY: Various
MUNICIPALITY: Various

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.

ASSET MANAGEMENT CATEGORY: Safety Management - Safety Improvements

SPONSOR: NJDOT

AIR QUALITY CODE (NON-EXEMPT / EXEMPT): S1 S1 S8 (Exempt)

FINANCIAL PLAN REQUIREMENT:

STRUCTURE NO.: N/A

LEGISLATIVE DISTRICT: Various

MPO	PHASE	FUND	<i>Amounts in Millions of Dollars</i>												
			FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031			
DVRPC	EC	HSIP	\$2.521												
DVRPC	EC	RHC	\$0.000	\$0.919	\$0.923	\$0.927	\$0.931	\$0.935	\$0.939	\$0.943	\$0.947	\$0.951			
DVRPC	EC	RHC-PHILA	\$0.615												
NJTPA	EC	HSIP	\$11.679												
NJTPA	EC	RHC	\$1.371	\$2.796	\$2.808	\$2.821	\$2.833	\$2.845	\$2.858	\$2.870	\$2.883	\$2.895			
NJTPA	EC	RHC-NY/NWK	\$3.289												
SJTPO	EC	HSIP	\$0.278												
SJTPO	EC	RHC	\$0.000	\$0.280	\$0.281	\$0.282	\$0.283	\$0.285	\$0.286	\$0.287	\$0.288	\$0.290			
Statewide	EC	RHC-FLEX	\$1.999												



Safety

FY 2022-2031 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

New Jersey Department of Transportation

Delaware & Raritan Canal Bridges

DBNUM: 15322	UPC: 153220	MILEPOST(S):	
COUNTY: Mercer	Hunterdon	Middlesex	Somerset
MUNICIPALITY: Various			

: 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.

ASSET MANAGEMENT CATEGORY: Bridge Assets - Bridge Rehab and Replacement

SPONSOR: NJDOT

AIR QUALITY CODE (NON-EXEMPT / EXEMPT): S19 S19 (Exempt)

FINANCIAL PLAN REQUIREMENT:

STRUCTURE NO.: Various

LEGISLATIVE DISTRICT: 15 16 17

			<i>Amounts in Millions of Dollars</i>									
MPO	PHASE	FUND	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031
Statewide	ERC	DEMO-R	\$0.019									
Statewide	ERC	STBGP-FLEX	\$0.757	\$1.707	\$1.808	\$2.000	\$2.000					
Statewide	ERC	STBGP-OS-BRDG	\$7.000	\$5.967	\$6.323	\$7.000	\$7.000					



FY 2022-2031 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

New Jersey Department of Transportation

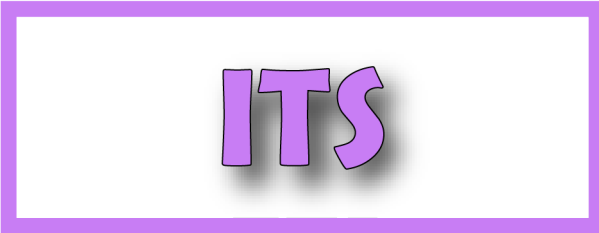
Intelligent Traffic Signal Systems

DBNUM: 15343 **UPC:** 153430 **MILEPOST(S):**
COUNTY: Various
MUNICIPALITY: Various

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

ASSET MANAGEMENT CATEGORY: Congestion Relief - Intelligent Transportation Systems **SPONSOR:** NJDOT
AIR QUALITY CODE (NON-EXEMPT / EXEMPT): NRS NR2 NR2 (Exempt)
FINANCIAL PLAN REQUIREMENT:
STRUCTURE NO.: N/A **LEGISLATIVE DISTRICT:** Various

MPO	PHASE	FUND	<i>Amounts in Millions of Dollars</i>									
			FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031
Statewide	ERC	CMAQ	\$8.677	\$11.234	\$11.802	\$14.467	\$15.000	\$15.000	\$15.000	\$15.000	\$15.000	\$15.000



FY 2022-2031 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

New Jersey Department of Transportation

New Jersey Regional Signal Retiming Initiative

DBNUM: D1601 **UPC:** 163170 **MILEPOST(S):**
COUNTY: Burlington Camden Gloucester Mercer
MUNICIPALITY: Various

This project reduces congestion and improves air quality by optimizing progression on signalized 500 and 600 routes in DVRPC's New Jersey counties. These improvements are designed to enhance mobility and promote integrated corridor management strategies. Corridors will be selected by representatives of DVRPC member governments, DVRPC, and NJDOT, with reference to the current Regional Transportation Operations Master Plan and other appropriate data. After obtaining supportive MOUs from signal owner-operators along a selected corridor, signal timing plans will be developed and implemented by consultants to DVRPC for peak hour, off-peak, weekend, event, and emergency operations, as appropriate. After implementation, signal system owner-operators will be responsible for maintaining the timing plan and implementing related physical improvements, if recommended.

ASSET MANAGEMENT CATEGORY: Congestion Relief - Air Quality

SPONSOR: DVRPC

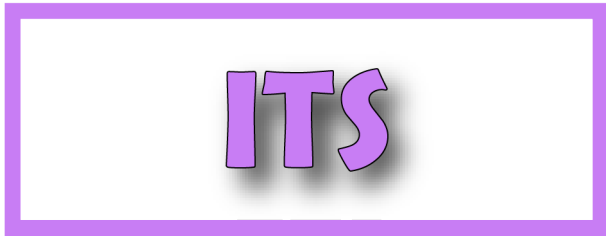
AIR QUALITY CODE (NON-EXEMPT / EXEMPT): NRS (Exempt)

FINANCIAL PLAN REQUIREMENT:

STRUCTURE NO.: N/A

LEGISLATIVE DISTRICT: Various

			<i>Amounts in Millions of Dollars</i>									
MPO	PHASE	FUND	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031
DVRPC	PLS	CMAQ	\$0.350	\$0.350	\$0.350	\$0.350	\$0.350	\$0.350	\$0.350	\$0.350	\$0.350	\$0.350
DVRPC	PLS	STBGP-PHILA	\$0.030	\$0.030	\$0.030	\$0.030	\$0.030	\$0.030	\$0.030	\$0.030	\$0.030	\$0.030



FY 2022-2031 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

New Jersey Department of Transportation

New Jersey Rail Freight Assistance Program

DBNUM:	X34	UPC:	MILEPOST(S):
COUNTY:	Various		
MUNICIPALITY:	Various		

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.

ASSET MANAGEMENT CATEGORY: Multimodal Programs - Goods Movement	SPONSOR: NJDOT
AIR QUALITY CODE (NON-EXEMPT / EXEMPT): NRS NA MT9 (Exempt)	
FINANCIAL PLAN REQUIREMENT:	
STRUCTURE NO.: N/A	LEGISLATIVE DISTRICT: Various

MPO	PHASE	FUND	<i>Amounts in Millions of Dollars</i>									
			FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031
Statewide	EC	STATE	\$25.000	\$25.000	\$5.000	\$25.000	\$25.000	\$25.000	\$25.000	\$25.000	\$25.000	\$25.000

Operations

FY 2022-2031 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

New Jersey Department of Transportation

Rail-Highway Grade Crossing Program, State

DBNUM: X35A **UPC:** **MILEPOST(S):**
COUNTY: Various
MUNICIPALITY: Various

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.

ASSET MANAGEMENT CATEGORY: Safety Management - Safety Improvements **SPONSOR:** NJDOT
AIR QUALITY CODE (NON-EXEMPT / EXEMPT): S8 NA S2 (Exempt)
FINANCIAL PLAN REQUIREMENT:
STRUCTURE NO.: N/A **LEGISLATIVE DISTRICT:** Various

			<i>Amounts in Millions of Dollars</i>									
MPO	PHASE	FUND	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031
Statewide	CON	STATE	\$2.900	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000



FY 2022-2031 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

New Jersey Department of Transportation

Resurfacing Program

DBNUM: X03E UPC: MILEPOST(S):
COUNTY: Various
MUNICIPALITY: Various

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.

ASSET MANAGEMENT CATEGORY: Road Assets - Highway Resurfacing SPONSOR: NJDOT

AIR QUALITY CODE (NON-EXEMPT / EXEMPT): S10 S10 S10 (Exempt)

FINANCIAL PLAN REQUIREMENT:

STRUCTURE NO.: N/A LEGISLATIVE DISTRICT: Various

			Amounts in Millions of Dollars									
MPO	PHASE	FUND	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031
Statewide	EC	STATE	\$88.932	\$91.134	\$16.000	\$90.000	\$90.000	\$90.000	\$90.000	\$90.000	\$90.000	\$90.000



Appendix F

NHFP-Funded Project Descriptions

FY 2022-2031 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

New Jersey Department of Transportation

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

DBNUM: 11415 **UPC:** 114150 **MILEPOST(S):** 56.00 - 65.40
COUNTY: Passaic Bergen
MUNICIPALITY: Various

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

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

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

ASSET MANAGEMENT CATEGORY: Road Assets - Highway Rehab and Recon **SPONSOR:** NJDOT
AIR QUALITY CODE (NON-EXEMPT / EXEMPT): 2040M (Exempt)
FINANCIAL PLAN REQUIREMENT: This project is part of a Major Project which is defined as a project with a total estimated cost of \$500 million or more that is receiving federal financial assistance and an annual financial management plan is required to be prepared.
STRUCTURE NO.: Various **LEGISLATIVE DISTRICT:** 35 37 38 40

MPO	PHASE	FUND	<i>Amounts in Millions of Dollars</i>										
			FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	
NJTPA	DES	NHPP	\$0.000		\$30.000		\$9.000						
NJTPA	ROW	NHPP		\$0.000		\$4.000							
NJTPA	CON	NHFP-HWY						\$52.865	\$56.905	\$61.254	\$65.936	\$70.975	\$76.399
NJTPA	CON	NHPP							\$44.612				\$201.215

