

# **FY 2018 - 2027**

## **STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM**

### **INTRODUCTION**

#### *a. Overview*

This document is the Statewide Transportation Improvement Program (STIP) for the State of New Jersey for federal fiscal years (FY) 2018 (beginning October 1, 2017) through 2027 (ending September 30, 2027).

The STIP serves two purposes. First, it presents a comprehensive, one-volume guide to major transportation improvements planned in the State of New Jersey. Second, it serves as the reference document, required under federal regulations (23 CFR 450.216), for use by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) in approving the expenditure of federal funds for transportation projects in New Jersey. The STIP is a valuable reference for implementing agencies such as the New Jersey Department of Transportation (NJDOT), New Jersey Transit Corporation (NJ TRANSIT), and all other parties interested in transportation issues in the state.

Federal legislation requires that each state develop one multimodal STIP for all areas of their state. In New Jersey, the STIP consists of a listing of statewide line items and programs, as well as three regional Transportation Improvement Programs (TIPs), which are developed by three Metropolitan Planning Organizations (MPOs) covering the state. Those three TIPs contain local and state highway projects, statewide line items and programs, and public transit and authority-sponsored projects.

This STIP conforms to, and in many cases exceeds, the specific requirements of the federal regulations:

1. It lists the priority projects programmed for the first four (4) years of the planning period. It also includes a priority list of projects to be funded over an additional six (6) years.
2. It is fiscally constrained for the entire 10 years (A detailed discussion of fiscal constraint issues is found in subsection "i").
3. It contains all regionally significant projects, regardless of funding source.
4. It contains all projects programmed for federal funds.
5. It contains, for information, state-funded projects.
6. It contains expansive descriptive information.

Finally, the STIP is a 10-year plan that is fiscally constrained based on federal resources remaining flat for the NJDOT and NJ TRANSIT. State resources were assumed to remain flat in FYs 2018 through 2027. State funding consists of the Transportation Trust Fund (TTF), and Port Authority of New York and New Jersey (PANYNJ) funding resources.

***b. Performance-based Planning and Asset Management***

The NJDOT implemented an Asset Management policy detailing the agency's objectives and measures. This policy is the official institutional approach to managing infrastructure assets, and making capital investment decisions related to these assets. This approach serves to support and complement the 10-year Statewide Capital Investment Strategy (SCIS), the 10-year STIP, the annual Transportation Capital Program, and the biennial Study and Development Program.

The NJDOT recognizes that there are ever-increasing challenges to funding transportation improvements. Asset management offers an alternative to focusing solely on problem spots and/or the worst conditions. The NJDOT defines asset management as, "the systematic process of maintaining, upgrading, and operating physical assets cost-effectively".

Recently, Performance-based Planning and Performance Management are terms used in relation to the broader use of performance to manage and improve the transportation system. Asset Management focuses on the subset of Performance-based Planning and Performance Management related to physical assets. However, the NJDOT has used, and is continuing to use, a Performance-based Planning approach to make capital investment choices. The NJDOT continues to seek out, and utilize, the best data and predictive models, to make the most effective, efficient and informed investment choices.

***c. Public Participation Process***

New Jersey is completely covered by its three MPOs: the Delaware Valley Regional Planning Commission (DVRPC); the South Jersey Transportation Planning Organization (SJTPO); and the North Jersey Transportation Planning Authority (NJTPA). This STIP incorporates their three separate TIPs without modification.

Each MPO has a public participation process for their regional transportation plan, TIP and conformity determination. The state makes copies of the STIP available at each MPO public meeting, and representatives from the NJDOT and NJ TRANSIT are present to answer questions and concerns raised by the public about the programs. The public comment period for each MPO TIP, and the STIP, runs for 30 days.

***d. Statewide Transportation Plan***

The federal statewide planning rule requires that the STIP contain projects consistent with the statewide Long Range Transportation Plan (LRTP). New Jersey's LRTP, *Transportation Choices 2030*, sets the direction for future investments. The SCIS shapes the investment priorities for this STIP. The SCIS functions as an instrument that links the LRTP to the 10-year capital plan (STIP), by connecting broad goals to specific investment choices. Within the context of an asset management approach, the SCIS guides the selection of projects and programs to reduce the backlog of deficiencies, to improve the condition of the transportation system and to achieve the best possible performance. Thus, both the SCIS and the STIP serve as mechanisms to achieve the vision of the LRTP.

*e. Conformity for MPO Plans and Programs*

The MPO Regional Transportation Plans are subjected to conformity analysis in order to demonstrate that each plan conforms to the State Implementation Plan (SIP). Each MPO TIP must be consistent with their conforming plan, such that the regional emission analysis performed on the plan applies to their TIP. This determination means that the implementation of projects and programs in the MPO TIPs will have a positive impact, in the aggregate, on air quality. Since the STIP contains the three MPO TIPs without modification, the implementation of the STIP conforms to the regional transportation plans and will also have a positive impact on air quality.

*f. Congestion Management Process*

All projects in this STIP that will result in a significant increase in carrying capacity for single occupant vehicles are supported by a fully operational congestion management process, in place at each MPO.

*g. Development of the STIP*

This STIP is the product of months of staff work, and deliberations, involving the NJDOT, NJ TRANSIT, county and municipal transportation planners and engineers, other transportation providing agencies, the public, and elected officials at the state, county, and municipal levels. The main decision-making forums for selecting projects for this program were the state's three MPOs:

- NJTPA, covering Bergen, Essex, Hudson, Hunterdon, Middlesex, Monmouth, Morris, Ocean, Passaic, Somerset, Sussex, Union, and Warren counties;
- DVRPC, covering Burlington, Camden, Gloucester, and Mercer counties;
- SJTPO, covering Atlantic, Cape May, Cumberland, and Salem counties.

The process of building this STIP began in the fall of 2016, with intensive staff work by the NJDOT, NJ TRANSIT, and the MPOs.

All projects that were identified as potential candidates for inclusion in the regional TIPs of each of the three MPOs were subjected to intensive screening to verify project scope, status, schedule, and cost. The resulting "pool" of projects was analyzed independently by the NJDOT, NJ TRANSIT, and the MPOs. Each project was then assigned a priority-ranking, based on the extent to which it would advance identified regional and statewide objectives. Such objectives are set forth in; the STIP, the LRTP, the three MPO Regional Transportation Plans, the SCIS, air quality objectives, and the broad social and economic goals of the State Development and Redevelopment Plan. The NJDOT and NJ TRANSIT developed and circulated revenue projections, for planning purposes, to each of the MPOs, based on the best current assessment of available state, federal, and other funds. The NJDOT, NJ TRANSIT and each of the three MPOs entered into intensive discussions to negotiate a list of deliverable transportation projects that best fit the composite statewide and regional priorities within a financially constrained program. These negotiated project lists were used as the basis for publishing the *Draft Transportation Capital Program Fiscal Year 2018* by the NJDOT and NJ TRANSIT in June 2017, and for preparing TIPs for further

analysis by each of the MPOs. Projects in the STIP and three MPO's TIPs are consistent with the three MPO Regional Transportation Plans.

#### *h. STIP Modifications and Amendments*

The STIP may be modified or amended according to the procedures set forth in the Memorandum of Understanding (MOU) for TIP/STIP changes among the three MPOs, NJ TRANSIT, and the NJDOT. The MOU was fully executed in October 2012. STIP changes, once approved by the MPOs in concert with either NJ TRANSIT or the NJDOT, are forwarded to the FHWA and/or the FTA for their approval, when necessary. The modified and amended STIP is available for viewing through the *eSTIP* system, which is available on the NJDOT website.

#### *i. Financial Plan*

Federal law and regulations require that the STIP be fiscally constrained for the first four years. Specifically, "planned federal aid expenditures" cannot exceed "projected revenues." The major sources of funding identified in this document are: the FHWA, the FTA, the TTF and the PANYNJ. The NJDOT and its transportation planning partners (NJ TRANSIT, NJTPA, DVRPC, SJTPO, FHWA, and FTA) have developed an estimate of \$14,883.3 million in available state, federal and other revenues to support the state's transportation budget during the four fiscal years from 2018 through 2021. (For planning purposes, state revenues are estimated on the basis of state fiscal years, which begin on July 1, and federal revenues are estimated on the basis of federal fiscal years, which begin on October 1.)

In addition, the NJDOT and NJ TRANSIT have incorporated an additional six (6) years of constrained resources into the 10-year STIP. The 10-year total is estimated to be \$37,729.8 million. This amount constitutes the funding expected to be available to support the whole FY 2018 - FY 2027 STIP. These revenue estimates were developed cooperatively by the NJDOT, NJ TRANSIT, and New Jersey's three MPOs, in full consultation with the FHWA and the FTA, at a meeting held on December 5, 2016.

Tables 1 through 5 list these amounts by year and by funding category, and compares them to the actual amounts programmed in the TIPs and STIP. Following are the revenue assumptions used in developing these tables.

1. Dollar amounts shown in federal funding categories are based, except as otherwise noted below, on the *Fixing America's Surface Transportation* (FAST) Act (Pub. L. No. 114-94) federal-aid apportionment tables, or equivalent data, obtained from the FHWA, the FTA, and the Federal Aviation Administration (FAA), as appropriate.
2. NJDOT's Cost Estimating Guideline provides the methodology for developing, documenting and reviewing construction cost estimates throughout the project development process. Various cost estimating methods are used including historical bid-based estimating, analogous or similar project estimating, historical percentages estimating, and cost-based estimating. All NJDOT projects are to include inflation when providing future year construction cost estimates at 3%. The NJDOT uses AASHTO Project Cost

Estimation software for preparing construction cost estimates to produce more accurate and consistent estimates throughout the engineering cycle.

3. Funds in the Surface Transportation Block Grant Program (STBGP) and Transportation Alternatives Program (TAP) categories are broken down into the allocations and minimums required by federal law.
4. "High Priority" funds and "demo" funds are shown only as authorized by federal legislation. These Congressional earmark projects are shown with the fund type "DEMO" in the STIP.
5. The state will provide \$2,000 million in FY 2018 and FY 2019 to support the capital program. For programming purposes, it is assumed that the NJDOT's share of state funds, or TTF, is \$1,324.0 million and \$1,240.0 million in FY 2018 and FY 2019, respectively. NJ TRANSIT's share of the TTF is \$676.0 million in FY 2018 and \$760.0 million in FY 2019.
6. The following transfers are programmed between the NJDOT and NJ TRANSIT:
  - a. For FYs 2018-2021, \$50 million (in FY2018) and \$75 million, (in FYs 2019-2021) of FHWA Congestion Management Air Quality (CMAQ) funds, and \$1 million of TAP funds are to be transferred annually for use by NJ TRANSIT;
  - b. For FY 2018, \$85 million of FHWA STBGP sub-allocated funds are to be flexed to NJ TRANSIT in return for \$85 million of TTF funds for local project support by the NJDOT;

FY 2018 marks the fifth and final year of the SWAP, or exchange of federal sub-allocated funds, for State or TTF funds among the MPOs and NJ TRANSIT. The elimination of this SWAP has no impact on overall funding for either the MPOs local highway program or NJ TRANSIT, as both have mutually agreed that it is not necessary for future program development.

Because New Jersey is classified as a "non-attainment" area with regard to air quality, certain project funding must meet a federal standard of "available or committed" revenue in FY 2018 and FY 2019 to be considered fiscally constrained. Such projects are those which are funded with federal resources, and all other "projects of regional significance" regardless of funding source. All federal funds in FY 2018 and FY 2019 are based on the current federal-aid apportionment tables' allocations, or equivalent data obtained from the FHWA, the FTA and the FAA, as appropriate, and are therefore considered available. All TTF funding for FY 2018 was appropriated July 1, 2017. Sufficient funds are available or committed to cover funding of projects and programs in the FY 2018 - FY 2019 period. New Jersey's transportation authorities also use their own revenues to fund various projects classified as "projects of regional significance." These projects are listed in Section VIII.

The state of New Jersey has made a significant commitment to public transportation through continued operating support from the state's general fund. Since the inception of NJ TRANSIT, the state has contributed nearly \$7,500 million of operating assistance, nearly \$3,200 million in the last 10 years alone. During the same 10-year period, the state also has chosen to supplement that operating assistance with over \$1,000 million of funding, allocated to transportation operations from the state's general fund contribution, to the TTF.

With two notable exceptions, federal and state funds are not “allocated” to—that is, required to be spent within the boundaries of—the state’s three MPOs. The first exception is for Surface Transportation Block Grant Program (STBGP) funds, some of which are required under a formula in federal regulations to be allocated directly to MPOs. These allocated funds are shown in the following tables as “STBGP-NJTPA,” “STBGP-DVRPC,” “STBGP-SJTPO,” and “TAP.” The second exception is Trust Fund state-aid funds, which are allocated on a county-by-county basis under a statutory and regulatory formula.

The actual budgeting of federal and state funds for projects within the MPO areas is a product of the development of the three regional TIPs, the STIP, and legislative approval of the annual Transportation Capital Program. On a statewide basis, the cost of projects programmed for a particular fiscal year must equal the planned resources for that year. Each project must also be assigned to a funding category that is appropriate for the project, and for which adequate funding is available. From year to year there may be significant variations in the amount of funds actually programmed within an MPO area, as needs and specific project implementation schedules dictate. These programming decisions are made on a cooperative basis with the participation of the NJDOT, NJ TRANSIT, local government representatives, other agencies (all of whom are members of the MPOs), the State Legislature, citizens’ groups, and the general public.

For the purpose of defining a project line item estimate in the STIP, each item includes an estimate of independent contractor costs to produce the project, an estimate of implementing agency costs anticipated in support of the development and delivery of the project, and any payments to third parties regarding matters of right-of-way and utility relocations. The implementing agency costs include activities such as: inspection, testing, equipment and salary costs.

The current STIP and Capital Program provides funding for the NJDOT and NJ TRANSIT employee salaries, leave and fringe benefits, overhead, and other administrative costs which benefit the development and delivery of their transportation programs. This funding is provided from both federal-aid and state TTF sources, and these funds are allocated for multi-year and previously authorized project costs. Federal-aid in support of employee and administrative costs is programmed on an individual project basis. TTF funding is programmed as a single item under the heading of “Program Implementation Costs, NJDOT”. For NJ TRANSIT, TTF funding is allocated to specific programs.

Table 6 shows the overall distribution of funds within the STIP, by MPO. Tables 7 through 10 provide detailed breakdowns of expenditures, by funding category, for each of the three MPOs, and for statewide programs.

#### *j. Advance Construction Projects*

Advance Construction (AC) is a procedure to advance a federally funded project phase into the current fiscal year and implement that phase with non-federal funds. The use of AC is subject to the availability of non-federal funds (e.g., state funds) in the year in which the project is to be implemented, and the availability of federal funds in the year in which the AC project is to be

converted to a regular federal-aid project. AC projects are to be listed individually in the TIPs and STIP in both the year that the project is to be implemented and the year in which the conversion is to take place. Appropriate notification will be provided in the TIPs and STIP so it is clearly understood that these “other funds” are available and that future federal funds may be committed to these AC projects. Fiscal constraint must be maintained throughout this process for both the implementing and conversion years. The MPOs and the state agree that the inclusion of an AC project in the TIP/STIP, in the year the project is to be implemented, signifies that the project can be converted to federal funding when federal funds become available and the decision is made to convert.

***k. Multi-Year Funding***

Multi-year funding is an innovative financing technique to program and authorize only that portion of a given project phase necessary to support reimbursement of planned cash outlays for a given year. Remaining portions of the project phase are programmed in subsequent years. In the first fiscal year of funding for a multi-year funded phase of work, the NJDOT will only seek federal authorization for that portion of the federal funds shown in that fiscal year in the STIP. The remaining balance of funds, for that particular phase of work, will appear in the STIP in the fiscal year that the NJDOT intends to request federal authorization for the remaining funds needed for continuation/completion of the phase/project. Each multi-year federally funded project will be submitted to the FHWA with the condition that authorization to proceed is not a commitment or obligation to provide federal funds for that portion of the undertaking not fully funded herein. Fiscal constraint will be maintained at all times throughout this process.

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

Table 11 shows current, and future, fiscal year funding needed to complete multi-year federally funded highway projects. Table 11 contains NJDOT-led construction projects, ranging from just nearly \$19.5 million to over \$185 million in value. The federal multi-year construction level peaks in FY 2021, with approximately \$387.2 million of payments due. Table 12 shows current, and future, fiscal year funding needed to complete multi-year state funded highway projects. The individual project pages in the STIP contain specific information for these projects, such as: a detailed project description, project funding source and a total estimated project cost. Table 13 shows current, and future, fiscal year funding and the estimated total funding needed to complete federal equipment lease payments for transit projects.

***L. Non-Federal Match – Toll Credit***

Toll Credits were created in the *Transportation Equity Act for the 21<sup>st</sup> Century* (TEA-21), and are to be used as credits toward the non-federal matching share of programs authorized by Title 23 (except for the emergency relief program) and for transit programs authorized by Chapter 53 of Title 49.

The amount of credit earned is based on revenues generated by the toll authority (i.e., toll receipts, concession sales, right-of-way leases or interest), including borrowed funds (i.e., bonds, loans) supported by this revenue stream, that are used by the toll authority to build, improve or maintain highways, bridges and/or tunnels that serve interstate commerce. The federal government has allowed state and local governments to use toll credits as part of the 20% local matching funds in regard to transit grants. This allowance results from the recognition that different modes of transportation are interconnected. Capital expenditures to reduce congestion in a particular corridor benefit all modes of transportation in that corridor, be they automobiles, transit buses, or a rail system.

New Jersey estimates that it will begin federal FY 2018 with a balance of \$5,257 million in available toll credits. Both the NJDOT and NJ TRANSIT use approximately \$275 million in toll credits each year, and earn \$900 million in additional toll credits annually. By the end of federal FY 2021, an estimated balance of \$7,757 million in toll credits is expected to be available.

<b>Toll Credits Availability for Soft Match *</b> <b>(\$ in millions)</b>				
	<b>FFY 2018</b>	<b>FFY 2019</b>	<b>FFY 2020</b>	<b>FFY 2021</b>
<b>Toll Credit Starting Balance</b>	<b>\$5,257</b>	<b>\$5,882</b>	<b>\$6,507</b>	<b>\$7,132</b>
New Toll Credits Earned	\$900	\$900	\$900	\$900
Toll Credits Used for Soft Match	(\$275)	(\$275)	(\$275)	(\$275)
<b>Toll Credit Ending Balance</b>	<b>\$5,882</b>	<b>\$6,507</b>	<b>\$7,132</b>	<b>\$7,757</b>

*\* Projected amounts for the NJDOT and NJ TRANSIT, assuming federal apportionments remain flat and requests for new toll credits remain steady.*

With the assumption that federal funds apportionments will continue to remain flat and a steady or increasing request for additional credits will continue, there is an expectation for the available balance of toll credits to accrue over the next 10 years. With new credits outpacing usage, New Jersey expects to have sufficient toll credits to continue to utilize the soft match of federal funds over the entire 10 year plan.



*m. Maintaining the Federal Aid Highway System*

The FHWA and the FTA expect states to adequately maintain facilities on the designated federal-aid system. In New Jersey, the federal-aid system includes transportation facilities under the jurisdiction of many agencies, including: the NJDOT, NJ TRANSIT, counties, certain municipalities and authorities. To date, the FHWA and FTA has not specified the levels at which the system(s) need(s) to be maintained. Prior to MAP-21, the FHWA and the FTA left that decision to the state agencies, MPOs, and local decision making processes. MAP-21 initiated a process to define asset management standards.

In 2017, NJDOT updated its Transportation Asset Management Policy to adopt transportation asset management as the official institutional approach to preserve the Department's infrastructure assets. The policy reflects the Department's commitment to apply a performance-based approach to managing transportation system performance outcomes. Transportation Asset Management is the application of this approach to manage the condition of infrastructure assets. Safety Performance Management and Mobility/System Performance Management are the other two aspects of Transportation Performance Management.

The NJDOT inspects all bridges in New Jersey over 20 feet in length every two years. Standards for measuring the condition of bridges have been established nationally, and the program carried out by the NJDOT provides a very good assessment of the health of all the state's bridges greater than twenty-feet long, regardless of owner. Under MAP-21 legislation, it is expected that states will be charged with meeting or making progress toward a minimum performance level of 90% sufficiency for bridges on the National Highway System (NHS). Bridges on the NHS include not only NJDOT owned bridges, but also bridges owned by counties and other jurisdictions.

There are 6,702 highway carrying bridges over 20 feet long in the state. The NJDOT and county and municipal governments own the largest portion of this population, followed by the New Jersey Turnpike Authority (NJTA) and NJ TRANSIT. Statewide, there are 580, or 8.65%, "structurally deficient" bridges, with the remaining 91.35% of bridges classified as "structurally acceptable" condition. It is important to note that a "structurally deficient" bridge does not equate to an unsafe bridge. If any bridge were deemed unsafe, the state would take immediate action to bring the bridge to a safe condition or close the bridge to traffic.

Annual investments, of approximately \$1,000 million, over the next ten years are planned for bridge rehabilitation and replacement projects. This work includes, but is not limited to; re-decking, seismic retrofitting, security measures, cleaning and repainting of structural steel, substructure repairs and other improvements. Additionally, preservation and maintenance funding will be provided for bridge repairs.

Performance at this investment level is expected to reduce the growth rate of the structural deterioration backlog, and maintain the present system condition level. Capital maintenance investments are also designated to improve the structural integrity of state owned bridge assets.

The state's road network consists of approximately 38,566 centerline miles of pavement. The NJDOT, the NJTA, and the SJTA maintain approximately 2,685 centerline miles, with the remaining pavement under the responsibility of counties, municipalities and other jurisdictions. Pavement system assets are placed into sub classes defined by the condition levels of "Good," "Fair," and "Deficient (Poor)." Approximately 70% of the NJDOT's, the NJTA's and the SJTA's pavement lane miles are in an acceptable condition (Good and Fair).

County-owned roads make up a large portion of the federal-aid system (20%). Each county is responsible for managing its own network of roads, which include facilities both on and off the federal-aid system, and each county may have its own way to measure performance and set condition targets. A similar situation applies to the toll facilities.

To get an adequate picture of the condition of the state's pavement on the federal-aid system, a consistent standard of measure(s) will be used across all jurisdictions. Under MAP-21 legislation, four measures of pavement condition have been established.

Bridges and pavements make up the largest investments on the federal-aid system, but it is important to recognize that there are other assets that need to be maintained, such as signing, lighting, guiderail and other roadway appurtenances. These assets are in a very good state of repair, and the NJDOT does not expect them to degrade significantly over the next 10 years. The NJDOT makes a concerted effort to address any items that are in a state of disrepair as quickly as possible.

#### *n. Maintaining the Transit System*

The FTA oversees NJ TRANSIT's system with respect to state of good repair. In 2009, the FTA conducted a thorough review of NJ TRANSIT's state of good repair efforts as part of the FTA's financial capacity assessment of the agency. That effort, for which the FTA engaged consultant support, included both a review of NJ TRANSIT's current infrastructure condition and the agency's 20 year capital program. The review concluded that NJ TRANSIT's infrastructure and rolling stock are, generally, in a state of good repair.

A total of 11 Port Authority of New York and New Jersey PATH Disaster Relief Funding programs and one NJ TRANSIT program are reinstated in the FY 2018-2027 STIP. As per FTA's request, funds must be shown in the fiscal year that the grant application is submitted. These programs include work to Substations and Track work Repair and Restoration.

#### *o. How to use this document*

The individual descriptions, found in Sections III through VII, provide detailed information for each project or program in the 10-year plan. The top portion for each project/program lists the project/program name (route and section) and the location of the project/program. The Project ID reference number is assigned at project inception and remains with that project until its completion. These are the same reference numbers used by the MPOs in their TIPs. Specific information contained within the detailed project/program description includes; county,

municipality, MPO jurisdiction, mileposts (for state highway projects), structure number (for bridge projects), project sponsor, asset management category, air quality code used in the conformity determination process, and financial plan requirement. An explanation of the asset management categories and air quality codes can be found in the Glossary, located in Section XII of this document. The anticipated funding schedule for each project/program is displayed in the columns at the bottom of each project page. The phases of work and types of funds are further defined in the Glossary.



## SECTION II

### FINANCIAL TABLES



# Table 1

## Expenditures

### NJDOT & NJ TRANSIT

(\$ millions)

Funding Category	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	Total
<b><u>NJDOT</u></b>											
Federal	\$973.3	\$1,037.7	\$1,049.4	\$1,087.1	\$1,102.0	\$1,127.0	\$1,154.3	\$1,182.4	\$1,211.2	\$1,240.9	\$11,165.2
Other	\$60.8	\$98.4	\$23.5	\$38.8	\$45.3	\$3.5	\$3.6	\$0.9	\$0.0	\$0.0	\$274.8
Transportation Trust Fund	\$1,324.0	\$1,240.0	\$1,240.0	\$1,240.0	\$1,240.0	\$1,240.0	\$1,240.0	\$1,233.0	\$1,233.0	\$1,233.0	\$12,463.0
<b><u>Subtotal NJDOT</u></b>	<b>\$2,358.1</b>	<b>\$2,376.1</b>	<b>\$2,312.9</b>	<b>\$2,365.9</b>	<b>\$2,387.3</b>	<b>\$2,370.5</b>	<b>\$2,397.9</b>	<b>\$2,416.3</b>	<b>\$2,444.2</b>	<b>\$2,473.9</b>	<b>\$23,903.1</b>
<b><u>NJ Transit</u></b>											
Federal	\$648.2	\$595.9	\$603.9	\$603.9	\$603.9	\$603.9	\$603.9	\$603.9	\$603.9	\$603.9	\$6,075.0
Match Funds	\$1.9	\$1.9	\$1.9	\$1.9	\$1.9	\$1.9	\$1.9	\$1.9	\$1.9	\$1.9	\$19.0
Other	\$38.6	\$55.6	\$36.4	\$23.5	\$23.5	\$23.5	\$23.5	\$23.5	\$23.5	\$23.5	\$295.1
Transportation Trust Fund	\$676.0	\$760.0	\$760.0	\$760.0	\$760.0	\$760.0	\$760.0	\$767.0	\$767.0	\$767.0	\$7,537.0
<b><u>Subtotal NJ Transit</u></b>	<b>\$1,364.7</b>	<b>\$1,413.4</b>	<b>\$1,402.1</b>	<b>\$1,389.3</b>	<b>\$1,389.3</b>	<b>\$1,389.3</b>	<b>\$1,389.3</b>	<b>\$1,396.3</b>	<b>\$1,396.3</b>	<b>\$1,396.3</b>	<b>\$13,926.1</b>
<b><u>Total</u></b>	<b>\$3,722.8</b>	<b>\$3,789.5</b>	<b>\$3,715.1</b>	<b>\$3,755.2</b>	<b>\$3,776.6</b>	<b>\$3,759.8</b>	<b>\$3,787.2</b>	<b>\$3,812.6</b>	<b>\$3,840.5</b>	<b>\$3,870.2</b>	<b>\$37,829.2</b>

**Table 2**  
**NJDOT Resources**  
**(\$ millions)**

<b>Funding Category</b>	<b>FY 2018</b>	<b>FY 2019</b>	<b>FY 2020</b>	<b>FY 2021</b>	<b>FY 2022</b>	<b>FY 2023</b>	<b>FY 2024</b>	<b>FY 2025</b>	<b>FY 2026</b>	<b>FY 2027</b>	<b>Total</b>
<b><u>Federal</u></b>											
FHWA: CMAQ	\$55.8	\$32.8	\$35.0	\$37.2	\$39.4	\$41.7	\$44.0	\$46.4	\$48.8	\$51.3	\$432.4
FHWA: Ferry	\$4.0	\$4.0	\$4.0	\$4.0	\$4.0	\$4.0	\$4.0	\$4.0	\$4.0	\$4.0	\$40.0
FHWA: High Priority	\$36.8	\$14.8	\$0.2	\$12.6	\$1.6	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$66.1
FHWA: NHFP	\$29.6	\$33.3	\$37.0	\$39.6	\$42.4	\$45.5	\$48.7	\$52.1	\$55.8	\$59.8	\$443.8
FHWA: NHFP Intermodal	\$3.0	\$3.4	\$3.8	\$4.0	\$4.3	\$4.6	\$5.0	\$5.3	\$5.7	\$6.1	\$45.3
FHWA: NHPP	\$549.5	\$560.9	\$572.6	\$584.5	\$596.6	\$608.9	\$621.5	\$634.4	\$647.5	\$660.9	\$6,037.6
FHWA: Off System Bridge	\$34.0	\$34.6	\$35.3	\$36.1	\$36.9	\$37.6	\$38.4	\$39.3	\$40.1	\$40.9	\$373.2
FHWA: Other Funds	\$1.6	\$1.6	\$1.6	\$1.7	\$1.7	\$1.7	\$1.8	\$1.8	\$1.8	\$1.9	\$17.3
FHWA: Rail-Hwy Crossing	\$6.1	\$6.2	\$6.3	\$6.4	\$6.6	\$6.7	\$6.9	\$7.0	\$7.2	\$7.3	\$66.7
FHWA: Safety	\$54.4	\$55.4	\$56.5	\$57.6	\$58.8	\$59.9	\$61.1	\$62.3	\$63.6	\$64.8	\$594.4
FHWA: SPR/PL	\$33.7	\$34.4	\$35.2	\$35.9	\$36.7	\$37.5	\$38.3	\$39.1	\$40.0	\$40.9	\$371.7
FHWA: STBGP-DVRPC	\$4.7	\$22.1	\$22.5	\$23.0	\$23.5	\$24.0	\$24.5	\$25.0	\$25.6	\$26.1	\$221.0
FHWA: STBGP-NJTPA	\$22.8	\$94.5	\$96.6	\$98.6	\$100.7	\$102.9	\$105.0	\$107.3	\$109.5	\$111.9	\$949.8
FHWA: STBGP-SJTPO	\$11.2	\$11.4	\$11.7	\$11.9	\$12.2	\$12.4	\$12.7	\$12.9	\$13.2	\$13.5	\$123.0
FHWA: STBGP-Statewide	\$101.6	\$103.4	\$105.6	\$107.9	\$110.2	\$112.5	\$114.9	\$117.3	\$119.8	\$122.4	\$1,115.5
FHWA: TAP	\$20.6	\$21.0	\$21.6	\$22.0	\$22.5	\$23.1	\$23.6	\$24.1	\$24.7	\$25.2	\$228.4
FTA: SPR/PL	\$3.9	\$3.9	\$3.9	\$3.9	\$3.9	\$3.9	\$3.9	\$3.9	\$3.9	\$3.9	\$38.9
<b><u>Subtotal Federal</u></b>	<b>\$973.3</b>	<b>\$1,037.7</b>	<b>\$1,049.4</b>	<b>\$1,087.1</b>	<b>\$1,102.0</b>	<b>\$1,127.0</b>	<b>\$1,154.3</b>	<b>\$1,182.4</b>	<b>\$1,211.2</b>	<b>\$1,240.9</b>	<b>\$11,165.2</b>
<b><u>Other</u></b>											
Other Funds	\$60.8	\$98.4	\$23.5	\$38.8	\$45.3	\$3.5	\$3.6	\$0.9	\$0.0	\$0.0	\$274.8
<b><u>Subtotal Other</u></b>	<b>\$60.8</b>	<b>\$98.4</b>	<b>\$23.5</b>	<b>\$38.8</b>	<b>\$45.3</b>	<b>\$3.5</b>	<b>\$3.6</b>	<b>\$0.9</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$274.8</b>
<b><u>TTF</u></b>											
State: TTF	\$1,324.0	\$1,240.0	\$1,240.0	\$1,240.0	\$1,240.0	\$1,240.0	\$1,240.0	\$1,233.0	\$1,233.0	\$1,233.0	\$12,463.0
<b><u>Subtotal TTF</u></b>	<b>\$1,324.0</b>	<b>\$1,240.0</b>	<b>\$1,240.0</b>	<b>\$1,240.0</b>	<b>\$1,240.0</b>	<b>\$1,240.0</b>	<b>\$1,240.0</b>	<b>\$1,233.0</b>	<b>\$1,233.0</b>	<b>\$1,233.0</b>	<b>\$12,463.0</b>
<b><u>NJDOT Total</u></b>	<b>\$2,358.1</b>	<b>\$2,376.1</b>	<b>\$2,312.9</b>	<b>\$2,365.9</b>	<b>\$2,387.3</b>	<b>\$2,370.5</b>	<b>\$2,397.9</b>	<b>\$2,416.3</b>	<b>\$2,444.2</b>	<b>\$2,473.9</b>	<b>\$23,903.1</b>



**Table 3**  
**NJDOT Expenditures**  
**(\$ millions)**

<b>Funding Category</b>	<b>FY 2018</b>	<b>FY 2019</b>	<b>FY 2020</b>	<b>FY 2021</b>	<b>FY 2022</b>	<b>FY 2023</b>	<b>FY 2024</b>	<b>FY 2025</b>	<b>FY 2026</b>	<b>FY 2027</b>	<b>Total</b>
<b><u>Federal</u></b>											
FHWA: CMAQ	\$44.1	\$42.2	\$43.2	\$50.2	\$46.2	\$67.3	\$41.4	\$58.1	\$41.4	\$39.6	\$473.4
FHWA: Ferry	\$4.0	\$4.0	\$4.0	\$4.0	\$4.0	\$4.0	\$4.0	\$4.0	\$4.0	\$4.0	\$40.0
FHWA: High Priority	\$36.8	\$14.8	\$0.2	\$12.6	\$1.6	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$66.1
FHWA: NHFP	\$29.6	\$33.3	\$37.0	\$39.6	\$42.4	\$45.5	\$48.7	\$52.1	\$55.8	\$59.8	\$443.8
FHWA: NHFP Intermodal	\$3.0	\$3.4	\$3.8	\$4.0	\$4.3	\$4.6	\$5.0	\$5.3	\$5.7	\$6.1	\$45.3
FHWA: NHPP	\$600.1	\$523.0	\$534.7	\$490.0	\$566.5	\$591.1	\$651.9	\$619.7	\$684.3	\$723.4	\$5,984.6
FHWA: Off System Bridge	\$4.0	\$11.8	\$4.5	\$15.6	\$4.6	\$10.2	\$4.8	\$12.4	\$4.8	\$9.4	\$82.0
FHWA: Other Funds	\$1.1	\$1.1	\$1.1	\$1.1	\$1.1	\$1.1	\$1.1	\$1.1	\$1.1	\$1.1	\$10.5
FHWA: Rail-Hwy Crossing	\$11.3	\$12.3	\$13.2	\$13.7	\$14.6	\$14.1	\$15.0	\$15.5	\$16.4	\$16.4	\$142.5
FHWA: Safety	\$41.2	\$52.3	\$62.6	\$78.0	\$45.7	\$45.9	\$45.7	\$48.5	\$45.7	\$45.7	\$511.1
FHWA: SPR/PL	\$34.4	\$35.2	\$36.0	\$36.0	\$36.0	\$36.0	\$36.0	\$36.0	\$36.0	\$36.0	\$357.7
FHWA: STBGP-DVRPC	\$8.1	\$32.6	\$25.3	\$27.2	\$26.3	\$28.1	\$27.0	\$29.1	\$28.1	\$30.2	\$262.0
FHWA: STBGP-NJTPA	\$22.8	\$94.5	\$96.6	\$98.6	\$100.7	\$102.9	\$105.0	\$107.3	\$109.5	\$111.9	\$949.8
FHWA: STBGP-SJTPO	\$11.8	\$12.2	\$12.2	\$12.7	\$12.7	\$13.2	\$13.2	\$13.7	\$13.8	\$14.2	\$129.5
FHWA: STBGP-Statewide	\$94.2	\$138.2	\$148.3	\$176.9	\$168.4	\$134.0	\$126.5	\$150.5	\$135.7	\$114.1	\$1,386.7
FHWA: TAP	\$23.0	\$23.0	\$23.0	\$23.0	\$23.0	\$25.2	\$25.2	\$25.2	\$25.2	\$25.2	\$241.1
FTA: SPR/PL	\$3.9	\$3.9	\$3.9	\$3.9	\$3.9	\$3.9	\$3.9	\$3.9	\$3.9	\$3.9	\$38.9
<b><u>Subtotal Federal</u></b>	<b>\$973.3</b>	<b>\$1,037.7</b>	<b>\$1,049.4</b>	<b>\$1,087.1</b>	<b>\$1,102.0</b>	<b>\$1,127.0</b>	<b>\$1,154.3</b>	<b>\$1,182.4</b>	<b>\$1,211.2</b>	<b>\$1,240.9</b>	<b>\$11,165.2</b>
<b><u>Other</u></b>											
Other Funds	\$60.8	\$98.4	\$23.5	\$38.8	\$45.3	\$3.5	\$3.6	\$0.9	\$0.0	\$0.0	\$274.8
<b><u>Subtotal Other</u></b>	<b>\$60.8</b>	<b>\$98.4</b>	<b>\$23.5</b>	<b>\$38.8</b>	<b>\$45.3</b>	<b>\$3.5</b>	<b>\$3.6</b>	<b>\$0.9</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$274.8</b>
<b><u>TTF</u></b>											
State: TTF	\$1,324.0	\$1,240.0	\$1,240.0	\$1,240.0	\$1,240.0	\$1,240.0	\$1,240.0	\$1,233.0	\$1,233.0	\$1,233.0	\$12,463.0
<b><u>Subtotal TTF</u></b>	<b>\$1,324.0</b>	<b>\$1,240.0</b>	<b>\$1,240.0</b>	<b>\$1,240.0</b>	<b>\$1,240.0</b>	<b>\$1,240.0</b>	<b>\$1,240.0</b>	<b>\$1,233.0</b>	<b>\$1,233.0</b>	<b>\$1,233.0</b>	<b>\$12,463.0</b>
<b><u>NJDOT Total</u></b>	<b>\$2,358.1</b>	<b>\$2,376.1</b>	<b>\$2,312.9</b>	<b>\$2,365.9</b>	<b>\$2,387.3</b>	<b>\$2,370.5</b>	<b>\$2,397.9</b>	<b>\$2,416.3</b>	<b>\$2,444.2</b>	<b>\$2,473.9</b>	<b>\$23,903.1</b>

**Table 4**  
**NJ TRANSIT Resources**  
**(\$ millions)**

<b>Funding Category</b>	<b>FY 2018</b>	<b>FY 2019</b>	<b>FY 2020</b>	<b>FY 2021</b>	<b>FY 2022</b>	<b>FY 2023</b>	<b>FY 2024</b>	<b>FY 2025</b>	<b>FY 2026</b>	<b>FY 2027</b>	<b>Total</b>
<b><u>Federal</u></b>											
FHWA: CMAQ	\$50.0	\$75.0	\$75.0	\$75.0	\$75.0	\$75.0	\$75.0	\$75.0	\$75.0	\$75.0	\$725.0
FHWA: High Priority	\$4.0	\$2.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$6.0
FHWA: STBGP-DVRPC	\$15.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$15.0
FHWA: STBGP-NJTPA	\$70.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$70.0
FHWA: STP-Enhancement	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0	\$10.0
FTA: Section 5307	\$295.7	\$301.9	\$308.3	\$308.3	\$308.3	\$308.3	\$308.3	\$308.3	\$308.3	\$308.3	\$3,063.7
FTA: Section 5310	\$7.2	\$7.2	\$7.2	\$7.2	\$7.2	\$7.2	\$7.2	\$7.2	\$7.2	\$7.2	\$72.0
FTA: Section 5311	\$4.2	\$4.2	\$4.2	\$4.2	\$4.2	\$4.2	\$4.2	\$4.2	\$4.2	\$4.2	\$42.0
FTA: Section 5337	\$186.1	\$189.3	\$192.5	\$192.5	\$192.5	\$192.5	\$192.5	\$192.5	\$192.5	\$192.5	\$1,915.6
FTA: Section 5339	\$15.0	\$15.3	\$15.7	\$15.7	\$15.7	\$15.7	\$15.7	\$15.7	\$15.7	\$15.7	\$155.7
<b><u>Subtotal Federal</u></b>	<b>\$648.2</b>	<b>\$595.9</b>	<b>\$603.9</b>	<b>\$603.9</b>	<b>\$603.9</b>	<b>\$603.9</b>	<b>\$603.9</b>	<b>\$603.9</b>	<b>\$603.9</b>	<b>\$603.9</b>	<b>\$6,075.0</b>
<b><u>Other</u></b>											
Casino Revenue	\$17.5	\$17.5	\$17.5	\$17.5	\$17.5	\$17.5	\$17.5	\$17.5	\$17.5	\$17.5	\$175.2
Match Funds	\$1.9	\$1.9	\$1.9	\$1.9	\$1.9	\$1.9	\$1.9	\$1.9	\$1.9	\$1.9	\$19.0
Metro North	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$6.9
Operating	\$5.3	\$5.3	\$5.3	\$5.3	\$5.3	\$5.3	\$5.3	\$5.3	\$5.3	\$5.3	\$53.0
Other Funds	\$15.1	\$32.0	\$12.9	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$60.0
<b><u>Subtotal Other</u></b>	<b>\$40.5</b>	<b>\$57.5</b>	<b>\$38.3</b>	<b>\$25.4</b>	<b>\$25.4</b>	<b>\$25.4</b>	<b>\$25.4</b>	<b>\$25.4</b>	<b>\$25.4</b>	<b>\$25.4</b>	<b>\$314.1</b>
<b><u>TTF</u></b>											
Transportation Trust Fund	\$676.0	\$760.0	\$760.0	\$760.0	\$760.0	\$760.0	\$760.0	\$767.0	\$767.0	\$767.0	\$7,537.0
<b><u>Subtotal TTF</u></b>	<b>\$676.0</b>	<b>\$760.0</b>	<b>\$760.0</b>	<b>\$760.0</b>	<b>\$760.0</b>	<b>\$760.0</b>	<b>\$760.0</b>	<b>\$767.0</b>	<b>\$767.0</b>	<b>\$767.0</b>	<b>\$7,537.0</b>
<b><u>NJ Transit Total</u></b>	<b>\$1,364.7</b>	<b>\$1,413.4</b>	<b>\$1,402.1</b>	<b>\$1,389.3</b>	<b>\$1,389.3</b>	<b>\$1,389.3</b>	<b>\$1,389.3</b>	<b>\$1,396.3</b>	<b>\$1,396.3</b>	<b>\$1,396.3</b>	<b>\$13,926.1</b>

**Table 5**  
**NJ TRANSIT Expenditures**  
**(\$ millions)**

<b>Funding Category</b>	<b>FY 2018</b>	<b>FY 2019</b>	<b>FY 2020</b>	<b>FY 2021</b>	<b>FY 2022</b>	<b>FY 2023</b>	<b>FY 2024</b>	<b>FY 2025</b>	<b>FY 2026</b>	<b>FY 2027</b>	<b>Total</b>
<b><u>Federal</u></b>											
FHWA: CMAQ	\$50.0	\$75.0	\$75.0	\$75.0	\$75.0	\$75.0	\$75.0	\$75.0	\$75.0	\$75.0	\$725.0
FHWA: High Priority	\$4.0	\$2.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$6.0
FHWA: STBGP-DVRPC	\$15.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$15.0
FHWA: STBGP-NJTPA	\$70.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$70.0
FHWA: STP-Enhancement	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0	\$10.0
FTA: Section 5307	\$295.7	\$301.9	\$308.3	\$308.3	\$308.3	\$308.3	\$308.3	\$308.3	\$308.3	\$308.3	\$3,063.7
FTA: Section 5310	\$7.2	\$7.2	\$7.2	\$7.2	\$7.2	\$7.2	\$7.2	\$7.2	\$7.2	\$7.2	\$72.0
FTA: Section 5311	\$4.2	\$4.2	\$4.2	\$4.2	\$4.2	\$4.2	\$4.2	\$4.2	\$4.2	\$4.2	\$42.0
FTA: Section 5337	\$186.1	\$189.3	\$192.5	\$192.5	\$192.5	\$192.5	\$192.5	\$192.5	\$192.5	\$192.5	\$1,915.6
FTA: Section 5339	\$15.0	\$15.3	\$15.7	\$15.7	\$15.7	\$15.7	\$15.7	\$15.7	\$15.7	\$15.7	\$155.7
<b><u>Subtotal Federal</u></b>	<b>\$648.2</b>	<b>\$595.9</b>	<b>\$603.9</b>	<b>\$603.9</b>	<b>\$603.9</b>	<b>\$603.9</b>	<b>\$603.9</b>	<b>\$603.9</b>	<b>\$603.9</b>	<b>\$603.9</b>	<b>\$6,075.0</b>
<b><u>Other</u></b>											
Casino Revenue	\$17.5	\$17.5	\$17.5	\$17.5	\$17.5	\$17.5	\$17.5	\$17.5	\$17.5	\$17.5	\$175.2
Match Funds	\$1.9	\$1.9	\$1.9	\$1.9	\$1.9	\$1.9	\$1.9	\$1.9	\$1.9	\$1.9	\$19.0
Metro North	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$6.9
Operating	\$5.3	\$5.3	\$5.3	\$5.3	\$5.3	\$5.3	\$5.3	\$5.3	\$5.3	\$5.3	\$53.0
Other Funds	\$15.1	\$32.0	\$12.9	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$60.0
<b><u>Subtotal Other</u></b>	<b>\$40.5</b>	<b>\$57.5</b>	<b>\$38.3</b>	<b>\$25.4</b>	<b>\$25.4</b>	<b>\$25.4</b>	<b>\$25.4</b>	<b>\$25.4</b>	<b>\$25.4</b>	<b>\$25.4</b>	<b>\$314.1</b>
<b><u>TTF</u></b>											
Transportation Trust Fund	\$676.0	\$760.0	\$760.0	\$760.0	\$760.0	\$760.0	\$760.0	\$767.0	\$767.0	\$767.0	\$7,537.0
<b><u>Subtotal TTF</u></b>	<b>\$676.0</b>	<b>\$760.0</b>	<b>\$760.0</b>	<b>\$760.0</b>	<b>\$760.0</b>	<b>\$760.0</b>	<b>\$760.0</b>	<b>\$767.0</b>	<b>\$767.0</b>	<b>\$767.0</b>	<b>\$7,537.0</b>
<b><u>NJ Transit Total</u></b>	<b>\$1,364.7</b>	<b>\$1,413.4</b>	<b>\$1,402.1</b>	<b>\$1,389.3</b>	<b>\$1,389.3</b>	<b>\$1,389.3</b>	<b>\$1,389.3</b>	<b>\$1,396.3</b>	<b>\$1,396.3</b>	<b>\$1,396.3</b>	<b>\$13,926.1</b>

**Table 6**  
**Distribution of Funds by Metropolitan Planning Organization (MPO)**  
**NJDOT**  
**(\$ millions)**

MPO	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	Total	Total (%)	Total* (%)
<u><b>MPO Distribution</b></u>													
<b>DVRPC</b>	\$323.3	\$337.1	\$297.2	\$327.7	\$302.6	\$240.3	\$162.9	\$160.8	\$180.8	\$163.1	\$2,495.7	10.4%	20.9%
<b>NJTPA</b>	\$943.7	\$873.6	\$784.2	\$834.2	\$964.6	\$909.4	\$837.5	\$833.1	\$795.5	\$827.1	\$8,602.9	36.0%	72.0%
<b>SJTPO</b>	\$102.8	\$104.2	\$123.3	\$74.2	\$64.0	\$91.8	\$64.9	\$76.0	\$69.7	\$72.0	\$842.8	3.5%	7.1%
	\$1,369.7	\$1,314.9	\$1,204.7	\$1,236.2	\$1,331.2	\$1,241.5	\$1,065.3	\$1,069.8	\$1,045.9	\$1,062.2	\$11,941.4	50.0%	100.0%
<u><b>Statewide Distribution</b></u>													
<b>Statewide</b>	\$988.4	\$1,061.2	\$1,108.2	\$1,129.7	\$1,056.1	\$1,129.0	\$1,332.6	\$1,346.5	\$1,398.3	\$1,411.7	\$11,961.7	50.0%	100.0%
	\$988.4	\$1,061.2	\$1,108.2	\$1,129.7	\$1,056.1	\$1,129.0	\$1,332.6	\$1,346.5	\$1,398.3	\$1,411.7	\$11,961.7	50.0%	100.0%
<b>Total</b>	\$2,358.1	\$2,376.1	\$2,312.9	\$2,365.9	\$2,387.3	\$2,370.5	\$2,397.9	\$2,416.3	\$2,444.2	\$2,473.9	\$23,903.1	100.0%	100.0%

\*Excluding Statewide Programs

# Table 7

Page 1 of 2

## Delaware Valley Regional Planning Commission (DVRPC) Distribution of Funds - NJDOT & NJ TRANSIT

(Note: Does not include expenditures from "Statewide" Programs within region)

(\$ millions)

Funding Category	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	Total
<b><u>NJDOT</u></b>											
FHWA: CMAQ	\$4.0	\$2.0	\$4.0	\$2.0	\$4.0	\$6.1	\$4.2	\$2.2	\$4.2	\$2.5	\$35.2
FHWA: High Priority	\$16.2	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$16.2
FHWA: NHFP	\$29.6	\$33.3	\$37.0	\$39.6	\$42.4	\$45.5	\$24.0	\$24.0	\$24.0	\$0.0	\$299.4
FHWA: NHPP	\$138.9	\$143.4	\$134.0	\$127.6	\$114.5	\$87.0	\$33.9	\$36.0	\$54.9	\$60.9	\$930.9
FHWA: Off System Bridge	\$0.0	\$3.8	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$3.8
FHWA: Rail-Hwy Crossing	\$2.8	\$2.8	\$3.0	\$3.0	\$3.2	\$3.2	\$3.4	\$3.4	\$3.6	\$3.6	\$32.0
FHWA: Safety	\$3.0	\$5.8	\$3.0	\$8.5	\$4.0	\$4.0	\$4.0	\$4.0	\$4.0	\$4.0	\$44.3
FHWA: SPR/PL	\$2.4	\$2.5	\$2.5	\$2.5	\$2.5	\$2.5	\$2.5	\$2.5	\$2.5	\$2.5	\$25.2
FHWA: STBGP-DVRPC	\$8.1	\$32.6	\$25.3	\$27.2	\$26.3	\$28.1	\$27.0	\$29.1	\$28.1	\$30.2	\$262.0
FHWA: STBGP-Statewide	\$0.0	\$6.9	\$0.0	\$26.0	\$41.6	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$74.5
FHWA: TAP	\$1.4	\$1.4	\$1.4	\$1.4	\$1.4	\$1.4	\$1.4	\$1.4	\$1.4	\$1.4	\$14.0
FTA: SPR/PL	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$7.0
Other Funds	\$5.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$5.0
Transportation Trust Fund	\$111.1	\$101.9	\$86.2	\$89.2	\$61.8	\$61.8	\$61.8	\$57.4	\$57.4	\$57.4	\$746.1
<b><u>Total NJDOT</u></b>	<b>\$323.3</b>	<b>\$337.1</b>	<b>\$297.2</b>	<b>\$327.7</b>	<b>\$302.6</b>	<b>\$240.3</b>	<b>\$162.9</b>	<b>\$160.8</b>	<b>\$180.8</b>	<b>\$163.1</b>	<b>\$2,495.7</b>

**Table 7***Page 2 of 2*

**Delaware Valley Regional Planning Commission (DVRPC)**  
**Distribution of Funds - NJDOT & NJ TRANSIT**

(Note: Does not include expenditures from "Statewide" Programs within region)

(\$ millions)

<b>Funding Category</b>	<b>FY 2018</b>	<b>FY 2019</b>	<b>FY 2020</b>	<b>FY 2021</b>	<b>FY 2022</b>	<b>FY 2023</b>	<b>FY 2024</b>	<b>FY 2025</b>	<b>FY 2026</b>	<b>FY 2027</b>	<b>Total</b>
<b><i>NJ Transit</i></b>											
FHWA: CMAQ	\$2.9	\$4.4	\$4.4	\$4.4	\$4.4	\$4.4	\$4.4	\$4.4	\$4.4	\$4.4	\$42.5
FHWA: STBGP-DVRPC	\$15.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$15.0
FHWA: STP-Enhancement	\$0.0	\$0.0	\$0.2	\$0.2	\$0.2	\$0.2	\$0.2	\$0.2	\$0.2	\$0.2	\$1.8
FTA: Section 5307	\$35.6	\$40.1	\$41.3	\$40.0	\$41.4	\$41.8	\$47.6	\$45.4	\$45.4	\$47.4	\$426.0
FTA: Section 5310	\$1.7	\$1.7	\$1.7	\$1.7	\$1.7	\$1.7	\$1.7	\$1.7	\$1.7	\$1.7	\$16.6
FTA: Section 5311	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0	\$9.7
FTA: Section 5337	\$11.6	\$11.4	\$12.1	\$12.1	\$12.5	\$13.5	\$13.5	\$13.5	\$13.5	\$13.5	\$127.0
FTA: Section 5339	\$0.6	\$0.6	\$0.7	\$3.6	\$3.6	\$3.6	\$3.6	\$3.6	\$3.6	\$3.6	\$27.1
Casino Revenue	\$4.0	\$4.0	\$4.0	\$4.0	\$4.0	\$4.0	\$4.0	\$4.0	\$4.0	\$4.0	\$40.3
Match Funds	\$0.4	\$0.4	\$0.4	\$0.4	\$0.4	\$0.4	\$0.4	\$0.4	\$0.4	\$0.4	\$4.4
Operating	\$1.2	\$1.2	\$1.2	\$1.2	\$1.2	\$1.2	\$1.2	\$1.2	\$1.2	\$1.2	\$12.2
Other Funds	\$1.1	\$1.1	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$2.2
Transportation Trust Fund	\$112.0	\$116.3	\$74.0	\$71.2	\$74.3	\$100.0	\$91.3	\$89.8	\$89.8	\$91.6	\$910.2
<b><i>Total NJ Transit</i></b>	<b><i>\$187.1</i></b>	<b><i>\$182.1</i></b>	<b><i>\$141.1</i></b>	<b><i>\$139.9</i></b>	<b><i>\$144.7</i></b>	<b><i>\$171.7</i></b>	<b><i>\$168.9</i></b>	<b><i>\$165.2</i></b>	<b><i>\$165.2</i></b>	<b><i>\$169.0</i></b>	<b><i>\$1,634.9</i></b>
<b><i>Total</i></b>	<b><i>\$510.4</i></b>	<b><i>\$519.2</i></b>	<b><i>\$438.3</i></b>	<b><i>\$467.6</i></b>	<b><i>\$447.3</i></b>	<b><i>\$412.1</i></b>	<b><i>\$331.9</i></b>	<b><i>\$325.9</i></b>	<b><i>\$345.9</i></b>	<b><i>\$332.2</i></b>	<b><i>\$4,130.6</i></b>

**Table 8***Page 1 of 2*

**North Jersey Transportation Planning Authority (NJTPA)**  
**Distribution of Funds - NJDOT & NJ TRANSIT**

(Note: Does not include expenditures from "Statewide" Programs within region)

(\$ millions)

<b>Funding Category</b>	<b>FY 2018</b>	<b>FY 2019</b>	<b>FY 2020</b>	<b>FY 2021</b>	<b>FY 2022</b>	<b>FY 2023</b>	<b>FY 2024</b>	<b>FY 2025</b>	<b>FY 2026</b>	<b>FY 2027</b>	<b>Total</b>
<b><u>NJDOT</u></b>											
FHWA: CMAQ	\$7.5	\$9.6	\$7.5	\$10.5	\$12.5	\$31.5	\$7.5	\$26.3	\$7.5	\$7.5	\$127.8
FHWA: High Priority	\$20.6	\$14.8	\$0.2	\$12.6	\$1.6	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$49.9
FHWA: NHFP Intermodal	\$1.3	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$1.3
FHWA: NHPP	\$313.4	\$260.0	\$264.4	\$228.7	\$320.5	\$349.8	\$443.8	\$414.9	\$432.6	\$461.9	\$3,489.8
FHWA: Off System Bridge	\$0.0	\$0.0	\$0.0	\$6.9	\$0.0	\$1.1	\$0.0	\$3.0	\$0.0	\$0.0	\$11.0
FHWA: Rail-Hwy Crossing	\$6.5	\$7.5	\$8.0	\$8.5	\$9.0	\$8.5	\$9.0	\$9.5	\$10.0	\$10.0	\$86.5
FHWA: Safety	\$17.0	\$21.8	\$34.9	\$44.9	\$17.0	\$17.2	\$17.0	\$19.9	\$17.0	\$17.0	\$223.6
FHWA: SPR/PL	\$9.5	\$9.7	\$9.9	\$9.9	\$9.9	\$9.9	\$9.9	\$9.9	\$9.9	\$9.9	\$98.2
FHWA: STBGP-NJTPA	\$22.8	\$94.5	\$96.6	\$98.6	\$100.7	\$102.9	\$105.0	\$107.3	\$109.5	\$111.9	\$949.8
FHWA: STBGP-Statewide	\$0.0	\$12.0	\$26.2	\$50.9	\$19.5	\$0.7	\$17.3	\$32.6	\$0.0	\$0.0	\$159.2
FHWA: TAP	\$7.5	\$7.5	\$7.5	\$7.5	\$7.5	\$7.5	\$7.5	\$7.5	\$7.5	\$7.5	\$75.0
FTA: SPR/PL	\$2.9	\$2.9	\$2.9	\$2.9	\$2.9	\$2.9	\$2.9	\$2.9	\$2.9	\$2.9	\$29.2
Other Funds	\$55.8	\$98.4	\$23.5	\$38.8	\$45.3	\$3.5	\$3.6	\$0.9	\$0.0	\$0.0	\$269.8
Transportation Trust Fund	\$478.9	\$334.9	\$302.7	\$313.5	\$418.1	\$374.0	\$214.0	\$198.5	\$198.5	\$198.5	\$3,031.7
<b><i>Total NJDOT</i></b>	<b>\$943.7</b>	<b>\$873.6</b>	<b>\$784.2</b>	<b>\$834.2</b>	<b>\$964.6</b>	<b>\$909.4</b>	<b>\$837.5</b>	<b>\$833.1</b>	<b>\$795.5</b>	<b>\$827.1</b>	<b>\$8,602.9</b>

**Table 8***Page 2 of 2*

**North Jersey Transportation Planning Authority (NJTPA)**  
**Distribution of Funds - NJDOT & NJ TRANSIT**

(Note: Does not include expenditures from "Statewide" Programs within region)

(\$ millions)

<b>Funding Category</b>	<b>FY 2018</b>	<b>FY 2019</b>	<b>FY 2020</b>	<b>FY 2021</b>	<b>FY 2022</b>	<b>FY 2023</b>	<b>FY 2024</b>	<b>FY 2025</b>	<b>FY 2026</b>	<b>FY 2027</b>	<b>Total</b>
<b><i>NJ Transit</i></b>											
FHWA: CMAQ	\$46.5	\$69.7	\$69.7	\$69.7	\$69.7	\$69.7	\$69.7	\$69.7	\$69.7	\$69.7	\$673.5
FHWA: High Priority	\$4.0	\$2.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$6.0
FHWA: STBGP-NJTPA	\$70.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$70.0
FHWA: STP-Enhancement	\$1.0	\$1.0	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$7.6
FTA: Section 5307	\$249.1	\$249.5	\$254.2	\$255.8	\$254.0	\$253.7	\$245.9	\$248.9	\$248.9	\$246.1	\$2,506.0
FTA: Section 5310	\$5.0	\$5.0	\$5.0	\$5.0	\$5.0	\$5.0	\$5.0	\$5.0	\$5.0	\$5.0	\$50.4
FTA: Section 5311	\$2.9	\$2.9	\$2.9	\$2.9	\$2.9	\$2.9	\$2.9	\$2.9	\$2.9	\$2.9	\$29.4
FTA: Section 5337	\$171.9	\$175.3	\$177.6	\$177.6	\$177.1	\$176.0	\$176.0	\$176.0	\$176.0	\$176.0	\$1,759.3
FTA: Section 5339	\$14.3	\$14.5	\$14.8	\$11.0	\$11.0	\$11.0	\$11.0	\$11.0	\$11.0	\$11.0	\$120.3
Casino Revenue	\$12.3	\$12.3	\$12.3	\$12.3	\$12.3	\$12.3	\$12.3	\$12.3	\$12.3	\$12.3	\$122.7
Match Funds	\$1.3	\$1.3	\$1.3	\$1.3	\$1.3	\$1.3	\$1.3	\$1.3	\$1.3	\$1.3	\$13.3
Metro North	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$6.9
Operating	\$3.7	\$3.7	\$3.7	\$3.7	\$3.7	\$3.7	\$3.7	\$3.7	\$3.7	\$3.7	\$37.1
Other Funds	\$13.7	\$30.7	\$12.9	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$57.2
Transportation Trust Fund	\$547.7	\$623.8	\$666.0	\$669.2	\$665.8	\$631.6	\$643.3	\$652.3	\$652.3	\$649.9	\$6,402.0
<b><i>Total NJ Transit</i></b>	<b>\$1,144.0</b>	<b>\$1,192.4</b>	<b>\$1,221.7</b>	<b>\$1,209.9</b>	<b>\$1,204.3</b>	<b>\$1,168.5</b>	<b>\$1,172.5</b>	<b>\$1,184.5</b>	<b>\$1,184.5</b>	<b>\$1,179.4</b>	<b>\$11,861.7</b>
<b><i>Total</i></b>	<b>\$2,087.7</b>	<b>\$2,066.1</b>	<b>\$2,005.9</b>	<b>\$2,044.1</b>	<b>\$2,168.9</b>	<b>\$2,078.0</b>	<b>\$2,010.0</b>	<b>\$2,017.6</b>	<b>\$1,980.0</b>	<b>\$2,006.4</b>	<b>\$20,464.5</b>



## Table 9

Page 1 of 2

### South Jersey Transportation Planning Organization (SJTPO) Distribution of Funds - NJDOT & NJ TRANSIT

(Note: Does not include expenditures from "Statewide" Programs within region)

(\$ millions)

Funding Category	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	Total
<b><u>NJDOT</u></b>											
FHWA: CMAQ	\$9.8	\$1.9	\$1.9	\$1.9	\$1.9	\$1.9	\$1.9	\$1.9	\$1.9	\$1.9	\$26.9
FHWA: NHPP	\$24.4	\$12.8	\$28.5	\$1.0	\$4.9	\$32.0	\$5.0	\$11.7	\$12.0	\$15.0	\$147.3
FHWA: Rail-Hwy Crossing	\$2.0	\$2.0	\$2.2	\$2.2	\$2.4	\$2.4	\$2.6	\$2.6	\$2.8	\$2.8	\$24.0
FHWA: Safety	\$2.0	\$2.0	\$2.0	\$2.0	\$2.0	\$2.0	\$2.0	\$2.0	\$2.0	\$2.0	\$20.0
FHWA: SPR/PL	\$1.0	\$1.0	\$1.1	\$1.1	\$1.1	\$1.1	\$1.1	\$1.1	\$1.1	\$1.1	\$10.6
FHWA: STBGP-SJTPO	\$11.8	\$12.2	\$12.2	\$12.7	\$12.7	\$13.2	\$13.2	\$13.7	\$13.8	\$14.2	\$129.5
FHWA: STBGP-Statewide	\$0.0	\$20.0	\$0.0	\$0.0	\$0.0	\$0.2	\$0.0	\$6.5	\$0.0	\$0.0	\$26.7
FHWA: TAP	\$0.5	\$0.5	\$0.5	\$0.5	\$0.5	\$0.5	\$0.5	\$0.5	\$0.5	\$0.5	\$5.1
FTA: SPR/PL	\$0.3	\$0.3	\$0.3	\$0.3	\$0.3	\$0.3	\$0.3	\$0.3	\$0.3	\$0.3	\$2.7
Transportation Trust Fund	\$51.0	\$51.5	\$74.7	\$52.6	\$38.3	\$38.3	\$38.3	\$35.7	\$35.4	\$34.2	\$449.9
<b><i>Total NJDOT</i></b>	<b>\$102.8</b>	<b>\$104.2</b>	<b>\$123.3</b>	<b>\$74.2</b>	<b>\$64.0</b>	<b>\$91.8</b>	<b>\$64.9</b>	<b>\$76.0</b>	<b>\$69.7</b>	<b>\$72.0</b>	<b>\$842.8</b>

**Table 9***Page 2 of 2*

## South Jersey Transportation Planning Organization (SJTPO) Distribution of Funds - NJDOT & NJ TRANSIT

(Note: Does not include expenditures from "Statewide" Programs within region)

(\$ millions)

<b>Funding Category</b>	<b>FY 2018</b>	<b>FY 2019</b>	<b>FY 2020</b>	<b>FY 2021</b>	<b>FY 2022</b>	<b>FY 2023</b>	<b>FY 2024</b>	<b>FY 2025</b>	<b>FY 2026</b>	<b>FY 2027</b>	<b>Total</b>
<b><i>NJ Transit</i></b>											
FHWA: CMAQ	\$0.6	\$0.9	\$0.9	\$0.9	\$0.9	\$0.9	\$0.9	\$0.9	\$0.9	\$0.9	\$9.0
FHWA: STP-Enhancement	\$0.0	\$0.0	\$0.1	\$0.1	\$0.1	\$0.1	\$0.1	\$0.1	\$0.1	\$0.1	\$0.6
FTA: Section 5307	\$11.0	\$12.4	\$12.8	\$12.5	\$12.8	\$12.8	\$14.7	\$14.0	\$14.0	\$14.7	\$131.6
FTA: Section 5310	\$0.5	\$0.5	\$0.5	\$0.5	\$0.5	\$0.5	\$0.5	\$0.5	\$0.5	\$0.5	\$5.0
FTA: Section 5311	\$0.3	\$0.3	\$0.3	\$0.3	\$0.3	\$0.3	\$0.3	\$0.3	\$0.3	\$0.3	\$2.9
FTA: Section 5337	\$2.6	\$2.6	\$2.8	\$2.8	\$2.9	\$3.1	\$3.1	\$3.1	\$3.1	\$3.1	\$29.4
FTA: Section 5339	\$0.2	\$0.2	\$0.2	\$1.1	\$1.1	\$1.1	\$1.1	\$1.1	\$1.1	\$1.1	\$8.2
Casino Revenue	\$1.2	\$1.2	\$1.2	\$1.2	\$1.2	\$1.2	\$1.2	\$1.2	\$1.2	\$1.2	\$12.3
Match Funds	\$0.1	\$0.1	\$0.1	\$0.1	\$0.1	\$0.1	\$0.1	\$0.1	\$0.1	\$0.1	\$1.3
Operating	\$0.4	\$0.4	\$0.4	\$0.4	\$0.4	\$0.4	\$0.4	\$0.4	\$0.4	\$0.4	\$3.7
Other Funds	\$0.3	\$0.3	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.7
Transportation Trust Fund	\$16.3	\$19.9	\$20.0	\$19.6	\$19.9	\$28.4	\$25.4	\$24.9	\$24.9	\$25.5	\$224.8
<b><i>Total NJ Transit</i></b>	<b>\$33.5</b>	<b>\$38.8</b>	<b>\$39.4</b>	<b>\$39.5</b>	<b>\$40.3</b>	<b>\$49.0</b>	<b>\$47.9</b>	<b>\$46.6</b>	<b>\$46.6</b>	<b>\$47.9</b>	<b>\$429.5</b>
<b><i>Total</i></b>	<b>\$136.3</b>	<b>\$143.0</b>	<b>\$162.7</b>	<b>\$113.8</b>	<b>\$104.3</b>	<b>\$140.8</b>	<b>\$112.8</b>	<b>\$122.6</b>	<b>\$116.3</b>	<b>\$119.9</b>	<b>\$1,272.3</b>

**Table 10**  
**Statewide Programs**  
**Distribution of Funds - NJDOT**  
**(\$ millions)**

<b>Funding Category</b>	<b>FY 2018</b>	<b>FY 2019</b>	<b>FY 2020</b>	<b>FY 2021</b>	<b>FY 2022</b>	<b>FY 2023</b>	<b>FY 2024</b>	<b>FY 2025</b>	<b>FY 2026</b>	<b>FY 2027</b>	<b>Total</b>
<b><u>NJDOT</u></b>											
FHWA: CMAQ	\$22.8	\$28.8	\$29.8	\$35.8	\$27.8	\$27.8	\$27.8	\$27.8	\$27.8	\$27.8	\$283.5
FHWA: Ferry	\$4.0	\$4.0	\$4.0	\$4.0	\$4.0	\$4.0	\$4.0	\$4.0	\$4.0	\$4.0	\$40.0
FHWA: NHFP	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$24.7	\$28.1	\$31.8	\$59.8	\$144.4
FHWA: NHFP Intermodal	\$1.8	\$3.4	\$3.8	\$4.0	\$4.3	\$4.6	\$5.0	\$5.3	\$5.7	\$6.1	\$44.0
FHWA: NHPP	\$123.4	\$106.8	\$107.9	\$132.7	\$126.6	\$122.4	\$169.3	\$157.1	\$184.8	\$185.7	\$1,416.6
FHWA: Off System Bridge	\$4.0	\$8.0	\$4.5	\$8.7	\$4.6	\$9.1	\$4.8	\$9.4	\$4.8	\$9.4	\$67.2
FHWA: Other Funds	\$1.1	\$1.1	\$1.1	\$1.1	\$1.1	\$1.1	\$1.1	\$1.1	\$1.1	\$1.1	\$10.5
FHWA: Safety	\$19.2	\$22.7	\$22.7	\$22.7	\$22.7	\$22.7	\$22.7	\$22.7	\$22.7	\$22.7	\$223.3
FHWA: SPR/PL	\$21.5	\$22.0	\$22.5	\$22.5	\$22.5	\$22.5	\$22.5	\$22.5	\$22.5	\$22.5	\$223.6
FHWA: STBGP-Statewide	\$94.2	\$99.3	\$122.1	\$100.0	\$107.2	\$133.2	\$109.1	\$111.3	\$135.7	\$114.1	\$1,126.3
FHWA: TAP	\$13.6	\$13.6	\$13.6	\$13.6	\$13.6	\$15.8	\$15.8	\$15.8	\$15.8	\$15.8	\$147.0
Transportation Trust Fund	\$682.9	\$751.6	\$776.4	\$784.7	\$721.7	\$765.9	\$925.9	\$941.4	\$941.7	\$942.9	\$8,235.3
<b><i>Total NJDOT</i></b>	<b>\$988.4</b>	<b>\$1,061.2</b>	<b>\$1,108.2</b>	<b>\$1,129.7</b>	<b>\$1,056.1</b>	<b>\$1,129.0</b>	<b>\$1,332.6</b>	<b>\$1,346.5</b>	<b>\$1,398.3</b>	<b>\$1,411.7</b>	<b>\$11,961.7</b>

Page 1 of 4

## (\$ millions)

Project Name (ID #)	MPO Phase	Fund	Prior FYs	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	Total
<u>Federal Funds</u>														
Route 1&9, Bridge over NYS&W RR & Division Street to Fairview Avenue (DBNUM: 9240; UPC: 960133)														
	NJTPA	CON	NHPP							\$15.300	\$15.324			\$30.624
Route 3 & Route 495 Interchange (DBNUM: 12386; UPC: 123860)														
	NJTPA	CON	NHPP									\$26.000	\$27.000	\$53.000
Route 3, Route 46, Valley Road and Notch/Rifle Camp Road Interchange, Contract B (DBNUM: 059B; UPC: 123020)														
	NJTPA	CON	NHPP		\$34.750	\$35.950	\$35.450	\$29.500						\$135.650
Route 3 EB, Bridge over Hackensack River & Meadowlands Parkway (DBNUM: 15430; UPC: 154300)														
	NJTPA	CON	NHPP						\$19.750	\$19.750	\$19.750	\$19.750		\$79.000
Route 4, Hackensack River Bridge (DBNUM: 02346; UPC: 023460)														
	NJTPA	CON	NHPP								\$36.850	\$36.850		\$73.700
Route 4, Jones Road Bridge (DBNUM: 94064; UPC: 950194)														
	NJTPA	CON	NHPP			\$10.000	\$10.300							\$20.300
Route 4, Tunbridge Road to Route 9W (DBNUM: 12431B; UPC: 168110)														
	NJTPA	CON	NHPP		\$12.000	\$12.080								\$24.080
Route 7, Kearny, Drainage Improvements (DBNUM: 93186; UPC: 950652)														
	NJTPA	CON	NHPP				\$18.000	\$18.000	\$18.000	\$18.000				\$72.000
Route 9, Indian Head Road to Central Ave/Hurley Ave, Pavement (DBNUM: 11418; UPC: 114180)														
	NJTPA	CON	NHPP			\$11.700	\$39.000							\$50.700
Route 18, East Brunswick, Drainage and Pavement Rehabilitation (DBNUM: 10354; UPC: 103540)														
	NJTPA	CON	NHPP		\$18.000	\$16.000	\$15.500							\$49.500
Route 20, Paterson Safety, Drainage and Resurfacing (DBNUM: 08372; UPC: 083720)														
	NJTPA	CON	NHPP			\$10.250	\$10.250							\$20.500
Route 22, Chestnut Street Bridge Replacement (CR 626) (DBNUM: 04361; UPC: 043610)														
	NJTPA	CON	NHPP		\$11.000	\$11.400								\$22.400

## Page 2 of 4

## (\$ millions)

[illegible]

Page 3 of 4

## (\$ millions)

[illegible]

# Table 11

Page 4 of 4

## NJDOT Multi-year Funded Federal Projects (\$ millions)

Project Name (ID #)	MPO	Phase	Fund	Prior FYs	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	Total
Route 280, WB Ramp over 1st & Orange Streets, Newark Subway & NJ Transit (DBNUM: 12318; UPC: 123180)															
	NJTPA	CON	NHPP				\$12.000	\$12.000							\$24.000
Route 287/78, I-287/202/206 Interchange Improvements (DBNUM: 04389; UPC: 043890)															
	NJTPA	CON	NHPP	\$20.000	\$12.200										\$32.200
Route 295/38, Missing Moves, Mount Laurel (DBNUM: 191A; UPC: 009050)															
	DVRPC	CON	NHFP-HWY								\$24.000	\$24.000	\$24.000		\$72.000
	DVRPC	ROW	NHPP					\$8.000	\$12.000						\$20.000
Route 295/42, Missing Moves, Bellmawr (DBNUM: 355A; UPC: 950541)															
	DVRPC	CON	NHPP			\$53.000	\$53.000	\$54.000							\$160.000
Route 295/42/I-76, Direct Connection, Contract 3 (DBNUM: 355D; UPC: 113020)															
	DVRPC	CON	NHFP-HWY	\$55.514	\$29.607	\$33.308									\$118.429
	DVRPC	CON	NHPP	\$74.486	\$33.393	\$3.692									\$111.571
Route 295/42/I-76, Direct Connection, Contract 4 (DBNUM: 355E; UPC: 113030)															
	DVRPC	CON	NHPP				\$12.991	\$10.367	\$32.558	\$4.549					\$60.465
	DVRPC	CON	NHFP-HWY				\$37.009	\$39.633	\$42.442	\$45.451					\$164.535
<b>Federal Multi-year Funding Total</b>				<b>\$249.5</b>	<b>\$170.5</b>	<b>\$230.4</b>	<b>\$360.0</b>	<b>\$387.2</b>	<b>\$373.7</b>	<b>\$296.5</b>	<b>\$200.8</b>	<b>\$144.9</b>	<b>\$161.5</b>	<b>\$81.9</b>	<b>\$2,656.8</b>

## Table 12

Page 1 of 1

### NJDOT Multi-year Funded State Projects (\$ millions)

Project Name	MPO	Phase	Fund	Prior FYs	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	Total
Route 80, WB Rockfall Mitigation, Hardwick Township (DBNUM: 09545; UPC: 095450)															
	NJTPA	CON	STATE				\$20.000	\$20.000	\$19.150						\$59.150
Route 322, Corridor Congestion Relief Project (DBNUM: 07369; UPC: 073690)															
	DVRPC	ERC	STATE	\$15.000	\$1.000										\$16.000
Route 495, Route 1&9/Paterson Plank Road Bridge (DBNUM: 06373; UPC: 063730)															
	NJTPA	CON	STATE	\$30.000											\$30.000
<b>Multi-year Funding Total</b>				\$45.0	\$1.0	\$0.0	\$20.0	\$20.0	\$19.2	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$105.2



**Table 13**  
**NJ TRANSIT Federal Equipment Lease Payments**  
**(\$ millions)**

Project Name (ID #)	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	Total
Bus Acquisition Program (DBNUM: T111)											
Note: Annual lease payments 1371 Cruiser buses through FY 2016.											
	\$1.000										\$1.000
Hudson-Bergen LRT System MOS II (DBNUM: T89)											
Note: Costs anticipated to run through FY 2016 for vehicle leases.											
	\$17.000										\$17.000
Rail Rolling Stock Procurement (DBNUM: T112)											
Note: Annual Lease payments for 200 Comet V through FY 2016, 29 Electric Locomotives through FY 2016, 33 Diesel Locomotives through FY 2016, 22 Dual Power Locomotives through 2022.											
	\$104.000	\$48.000	\$48.000	\$48.000	\$48.000	\$48.000	\$21.000				\$365.000