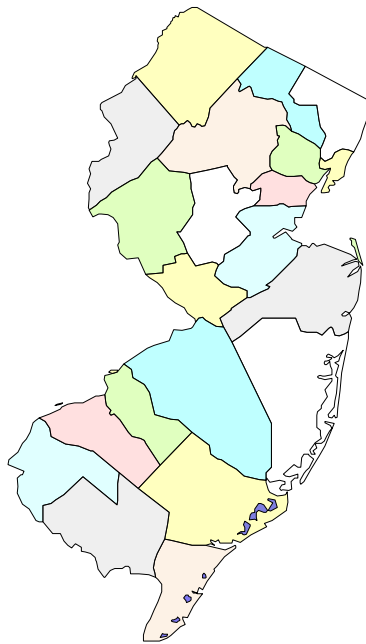


Statewide Capital Investment Strategy 2024 Update



NEW JERSEY DEPARTMENT OF TRANSPORTATION

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INTRODUCTION

The Statewide Capital Investment Strategy (SCIS) is designed to communicate the collective transportation investments of participating agencies based upon goals, objectives, and performance measures. To accomplish this, the SCIS presents transportation investments in common categories across agencies. This integrated approach provides a foundation for understanding planned transportation investments and fosters a collaborative approach to making the best use of available transportation funding. Transportation capital investments support statewide system performance and advance the goals of New Jersey's Long-Range Transportation Plan 2030 (LRTP), the Statewide Freight Plan, the NJDOT Safety Plan, and the federally required Transportation Asset Management Plan (TAMP).

This 2024 SCIS update fulfills the statutory goals set out in the New Jersey Transportation Trust Fund (TTF) Authority Act of 1984 N.J.S.A. 27:1B-1, et al. The law directs NJDOT to coordinate with other statewide transportation agencies and develop a SCIS that addresses deficiencies and pursues statewide goals in a comprehensive manner. This document is the product of collaboration between the New Jersey Department of Transportation (NJDOT), NJ TRANSIT, the New Jersey Turnpike Authority (NJTA), and the South Jersey Transportation Authority (SJTA).

In March 2024, New Jersey Legislature reauthorized the TTF for State Fiscal Years 2025 through 2029. This reauthorization invests billions of state dollars in New Jersey's transportation infrastructure, while providing additional capital funding for NJDOT, NJ TRANSIT, municipal and county projects.

Investment figures in table 1 for year 2024 are based upon the previously approved 2024 capital program for NJDOT and NJ TRANSIT and the most current approved programs for the other agencies available at the time of this update. Investment figures for years 2025 and beyond for NJDOT and NJ TRANSIT are based upon the draft 2025 capital program which is yet to be approved by the New Jersey Legislature.

PARTICIPATING AGENCY MISSIONS

Each agency included in the SCIS is a critical partner in meeting the State's movement needs for people, goods, and the economy. The mission statements of each agency are presented below. While unique, these missions are mutually supportive.

NJDOT

NJDOT will provide a world class transportation system that enhances the quality of life for residents and traveling public; achieves consistent progress through focused investments to keep infrastructure in a State of Good Repair; stimulates and sustains

smart development and economic growth; employs the latest technologies to adapt to changing conditions and environments; respects and protects the distinctive and delicate character of the State's natural resources; and embraces its role as a customer service organization.

NJ TRANSIT

NJ TRANSIT is New Jersey's public transportation corporation. Its mission is to move New Jersey and the region by providing safe, reliable, and affordable public transportation that connects people to their everyday lives, one trip at a time. NJ TRANSIT administers several publicly funded transit programs for people with disabilities, senior citizens, and people living in the State's rural areas who have no other means of transportation. In addition, the agency provides support and equipment to privately-owned contract bus carriers.

NJTA

The New Jersey Turnpike Authority operates two of the busiest toll roads in the U.S.—the New Jersey Turnpike and the Garden State Parkway. NJTA roads will provide the safest, quickest, and most convenient routes for thousands of drivers every hour of every day.

SJTA

The Mission of the South Jersey Transportation Authority is to provide the traveling public with safe and efficient transportation through the acquisition, construction, maintenance, operation, and support of expressway, airport, transit, parking, other transportation projects and services that support the economies of Atlantic, Camden, Cape May, Cumberland, Gloucester, and Salem Counties.

KEY AGENCY INPUTS

Key inputs to support the SCIS analysis included:

- The NJDOT Long Range Statewide Transportation Plan, New Jersey Strategic Highway Safety Plan, and the Transportation Asset Management Plan.
- Other relevant transportation investment plans for New Jersey, including 5 and 10-year capital programs for NJDOT, NJ TRANSIT, NJTA, and SJTA.
- Input from SCIS stakeholders, including key collaborators at NJDOT, NJ TRANSIT, NJTA, and SJTA.
- Review of specific strategies, project recommendations, and revenue assumptions that support statewide infrastructure preservation, safety, mobility and congestion

relief and mass transit goals to collectively enhance statewide system performance.

PLANNED INVESTMENTS BY CORE MISSION

The investments of each agency were reviewed and aligned into four common strategic categories: Safety, Infrastructure Preservation, Mobility and Congestion Relief, and Mass Transit¹.

Table 1. Statewide Constrained Investment Summary (\$ Millions)²

Core Mission	Agency	2024	2025	2026	2027	2028	5-Yr. Total
Safety	NJDOT & NJ Transit	188	152	216	208	233	997
	NJTA	51	103	116	93	136	499
	SJTA	6	11	5	9	10	41
	Total	245	266	337	310	379	1,537
Infrastructure Preservation	NJDOT & NJ Transit	2,375	2,678	2,215	2,054	2,074	11,396
	NJTA	559	577	581	425	187	2,329
	SJTA	33	33	35	43	14	158
	Total	2,967	3,288	2,831	2,522	2,275	13,883
Mobility and Congestion Relief	NJDOT & NJ Transit	231	301	444	509	386	1,871
	NJTA	118	240	568	846	1,372	3,144
	SJTA	30	153	16	5	2	206
	Total	379	694	1,028	1,360	1,760	5,221
Mass Transit	NJDOT & NJ Transit	1,732	1,678	1,700	1,732	1,765	8,607
	Total	1,732	1,678	1,700	1,732	1,765	8,607
FY24 Total		5,323	5,926	5,896	5,924	6,179	29,248

Source: Capital Projects Summary, NJTA, NJDOT, NJ TRANSIT, SJTA.

¹ Projected expenditures for routine operations and maintenance core mission are not addressed in this report.

² All values have been rounded to the nearest whole number.

Table 2 displays how agency capital program goals align with the core mission areas.

Table 2. Alignment of NJ Plans with Statewide Transportation Goals.

Agency	Plan	Infrastructure Preservation	Safety	Mobility and Congestion Relief	Mass Transit
NJDOT/ NJ TRANSIT	Capital Program	Maintain and renew the infrastructure to reduce the backlog of pavement and bridge projects and perform routine maintenance and renewal on all transportation infrastructure.	Support programs to reduce injuries and fatalities and minimize property damage and establish priorities for safety improvements at key rail/highway at-grade crossings.	Optimize freight distribution by shifting freight to rail and moving more goods during non-rush hours. In addition, attention will be given to improving logistics at and around freight facilities.	Expand public transit. As New Jersey's population and work force continue to increase, public transportation will become ever more necessary and feasible. NJ TRANSIT have committed to increasing both the availability and convenience of public transit.
NJDOT	Capital Program	Ensure highway safety investment is inclusive of the interests of traditionally underserved populations and is considered more deliberately.			
NJ TRANSIT	Capital Program	Ensure the reliability and continued safety of our transit system.		Power a stronger and fairer economy for all communities in the region.	Deliver a high-quality experience for all our customers, with their entire journey in mind.
NJTA	Capital Program	Maintain a state of good repair for all NJTA assets to result in cost savings over time, and support customer safety.	Ensure safety for both the motoring public and the Authority's workforce as a focus of every project and initiative undertaken by the agency.	Provide mobility--a safe and efficient roadway system to allow people and goods to travel from one location to another.	
SJTA	Capital Program	Provide the traveling public with safe and efficient transportation that supports the economies of Atlantic, Camden, Cape May, Cumberland, Gloucester, and Salem Counties.	Maintain high standards in safety and security for employees and the traveling public.	Coordinate with South Jersey's transportation system by addressing the region's highway network, aviation facilities, and transportation needs.	

STATEWIDE GOALS AND SYSTEM PERFORMANCE

Safety

Safety is a critical concern of the NJDOT and its sister transportation agencies. The agencies continuously review data and develop strategies and targets to assess performance. Targets are established after careful consideration of previous trends, recently built projects, and the current socioeconomic environment. The targets are based on five year rolling average values and are reported to satisfy federal requirements with the understanding that New Jersey's safety vision is "Towards Zero Deaths" on all public roads.

This long-term safety vision requires time to change attitudes and behaviors, construct infrastructure improvements, and realize the benefits of technological advancements intended to reduce the frequency and severity of crashes. Unfortunately, the number of fatalities and serious injuries on New Jersey roads has been increasing since 2020. Similar trends have been seen nationally. To this end, NJDOT is committed to the vision of achieving "Zero" fatalities by the year 2050.

NJDOT's 2020 New Jersey Strategic Highway Safety Plan (SHSP) guides the allocation of safety funding and resources to reduce highway fatalities and serious injuries on New Jersey's public roadways. The 2020 SHSP is data driven, sets long-term goals, and is a coordinated statewide plan that identifies the most significant infrastructure and behavioral safety issues on New Jersey's public roads.

The 2020 SHSP identified seven (7) key safety emphasis areas including Lane Departure, Intersections, Pedestrians & Bicyclists, Driver Behavior, Other Vulnerable Road Users, Data and Equity, and the supporting strategies that are likely to have the greatest impact on improving safety on our roadways.

The goal of zero fatalities by 2050 is supported by the 2020 SHSP. NJDOT is committed to directing resources to the infrastructure related safety strategies as we diligently strive to drive down fatalities and serious injuries with an ultimate safety vision of "Towards Zero Deaths."

More information about the NJDOT SHSP can be found at:

<https://www.nj.gov/transportation/about/safety/sshsp.shtm>

Infrastructure Preservation

Strategies critical to maintaining and renewing transportation infrastructure include seeking adequate funding for maintenance, preservation, and security; finding lower-cost solutions to maintain assets in good working order and highways in acceptable condition; and prioritizing funding to maintain and preserve existing roadways and transit assets before expanding the transportation system.

New Jersey has adopted a transportation asset management approach. Transportation asset management is the process through which transportation assets are managed across their life cycle. Engineering science is applied to ensure the right preservation treatment or work is done at the right time to minimize the costs of asset ownership, providing safe and reliable roads. Transportation is a service used by every citizen every day and a well-maintained, efficient transportation system is fundamental to the health of New Jersey's economy. The New Jersey Department of Transportation (NJDOT) has made a pledge to its constituent communities embodied in five core values that guide the NJDOT's new mission and its "Commitment to Communities" initiative: inform, innovate, collaborate, empower, and evolve. In addition, NJDOT is committed to achieve consistent progress through focused investments which keep infrastructure in a State of Good Repair (SOGR).

FHWA issued its 2023 Transportation Asset Management Plan (TAMP) Consistency Determination which affirmed that NJDOT developed and implemented a TAMP consistent with 23 USC 119 and 23 CFR 515 requirements. The NJDOT is required to complete a FHWA compliant TAMP every four years, along with an annual consistency review and determination. The 2022 NJDOT TAMP addresses federal asset management and performance management reporting requirements associated with pavement and bridge assets. The 2022 TAMP outlines a risk-based, performance-driven process that informs and guides transportation investment decisions for NJDOT and non-NJDOT NHS owners. Performance measures, targets and SOGR objectives are primary components of the TAMP. The planning-level document details NJDOT's plan for establishing SOGR objectives and investment strategies to manage pavement and bridge asset condition for New Jersey's transportation system including both the National Highway System (NHS) and State Highway System (SHS). The 2022 TAMP is an important foundation for our mission to provide a world-class transportation system.

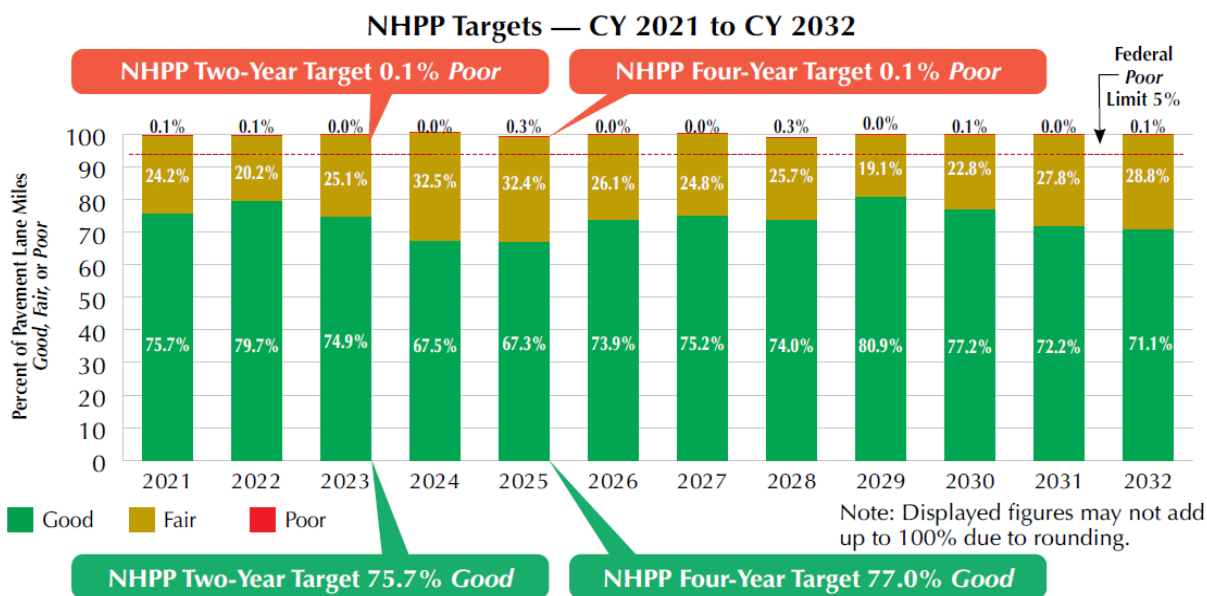
For purposes of the SCIS, pavement and bridge infrastructure assets will be discussed from the perspective of the TAMP. Additional information regarding the current approved TAMP and future updates can be found at:

<https://www.state.nj.us/transportation/about/asset/>

Pavement Preservation

The TAMP addressed pavement asset conditions and targets projected up to 2032. Figure 1 presents projected performance of interstate National Highway System (NHS) pavements over the TAMP analysis period and the established targets for the percentage of Good and Poor pavement. The projections shown in these exhibits represent a combination of investments planned to be made by NJDOT and non-NJDOT owners of NHS assets in the State of New Jersey.

Figure 1. Projected Interstate NHS Pavement Performance and NHPP Targets



Bridges

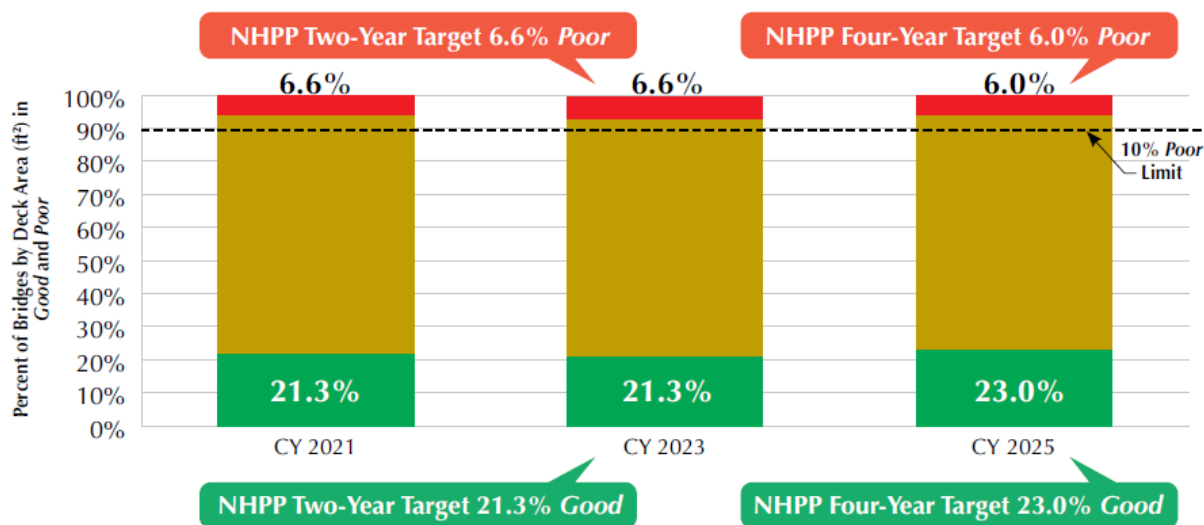
The NJDOT collects information on all bridges that it owns or maintains for annual reporting to the FHWA using the National Bridge Inspection Standards (NBIS). The NJDOT also manages inspection contracts for the collection of data on county, municipal, and some smaller-entity bridges. Condition data for bridges owned by other agencies, such as the NJTA, are collected by those respective agencies.

Statewide bridge conditions are influenced by the future completion of large-scale rehabilitation or replacement projects which take place over many years. Projections of bridge conditions from the NJDOT 2022 TAMP assume the impact of short-term commitments (programmed) and new (unprogrammed) projects. The approach applies the total costs in a single year and takes credit for the condition improvement 2 years later. These projections assume the influence of the Pulaski Skyway Rehabilitation Project—one of NJDOT’s largest-ever construction projects. The square feet of deck area improved on this project alone will shift 2 percent of all State-maintained highway system

(SHS) deck area into a state of good repair. Figure 2 depicts the resulting forecasted conditions under these assumptions and by different investment scenarios through 2032 as described in the TAMP.

It is important to note the TAMP was based upon the current federally required Statewide Transportation Improvement Program (STIP). The next TAMP and STIP (FFY 2024-2033) are under development and will include the increased bridge investment resulting from the Federal Infrastructure Investments and Jobs Act.

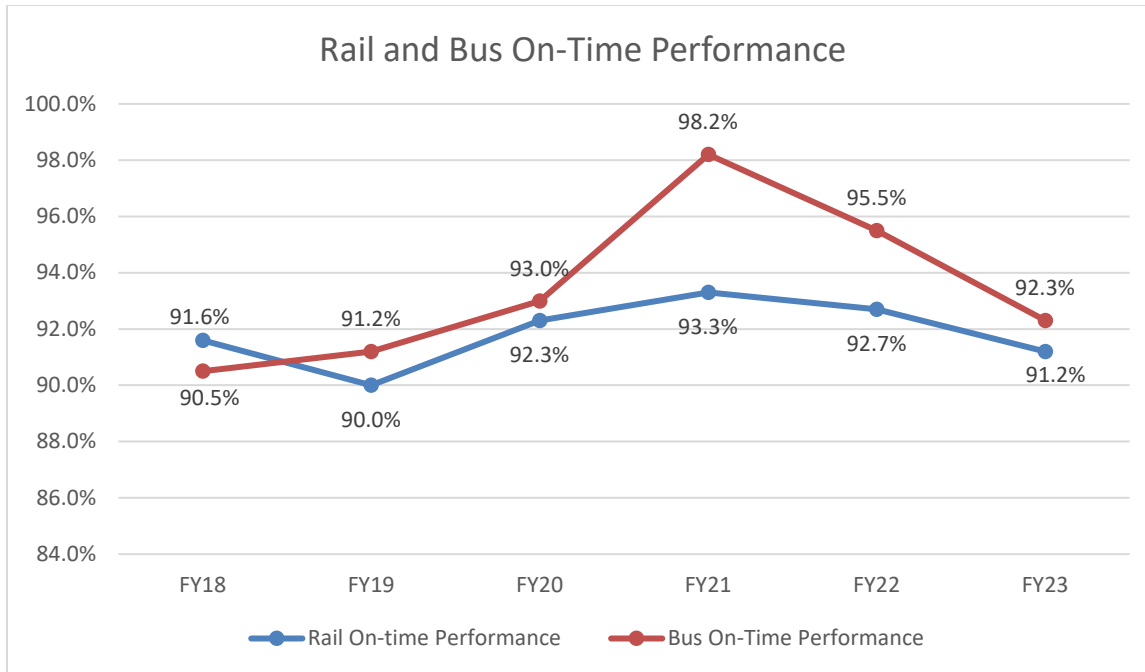
Figure 2. NHS NBIS Bridge Performance and NHPP Targets — CY 2021, CY 2023, and CY 2025



Mass Transit

New Jersey’s public transportation system plays a key role in statewide mobility and accessibility. As the principal transit operator within the State, New Jersey Transit evaluates the quality of transit service on a number of different metrics including mean distance between vehicle failures, trip cancellations, ridership, and on-time performance. Figure 3 shows the evolution of NJ TRANSIT’s on-time performance for both rail and bus modes. Since FY2018, on-time performance has improved for both rail and bus. While some of the improved performance can be attributed to reduced traffic during the COVID-19 pandemic, on-time performance for both modes has stabilized above FY19 performance for both rail and bus modes when looking at FY23 performance.

Figure 3. NJ TRANSIT Rail and Bus On-Time Performance, FY2018–FY2023



Source: NJ TRANSIT Performance Dashboards.

Mobility and Congestion Relief

The State has been making technological advances to offer efficient and effective solutions to both freight movement and congestion management. NJDOT utilizes state-of-the-art intelligent transportation systems to manage traffic flow, respond to incidents, and provide real-time travel information to both motorists and operations personnel. Additionally, NJDOT and NJ TRANSIT work closely with the eight Transportation Management Associations in the State to reduce travel demand on the roadways. The 2030 Plan assumes strategies to reduce travel demand on the highway system by developing facilities and services that:

- Increase walking and bicycling options and access,
- Improve traffic incident management practices,
- Optimize throughput of existing capacity, and
- Develop targeted, cost-efficient solutions at heavily congested locations without compromising safety.

INFRASTRUCTURE INVESTMENT AND JOBS ACT

The Infrastructure Investment and Jobs Act (IIJA) (Public Law 117-58, also known as the “Bipartisan Infrastructure Law”) provided New Jersey with additional federal resources starting in Federal Fiscal Year 2022. The current FY 2024 NJDOT and NJ TRANSIT Capital Programs incorporate the expansion in federal funding. This increased federal funding will also be incorporated into future SCIS updates. Some key IIJA highlights are included below.

Electric Vehicles

IIJA’s National Electric Vehicle Infrastructure (NEVI) formula program will provide New Jersey with \$104 million for electric vehicle charging corridors and community charging. The NEVI discretionary program provides additional support towards the state’s goal of electrifying the transportation sector. New Jersey has created a multi-agency task force consisting of NJDOT, the New Jersey Board of Public Utilities, The New Jersey Department of Environmental Protection, and the New Jersey Economic Development Authority to win NEVI dollars and strategically allocate them across the state fairly and equitably. The Task Force created the New Jersey NEVI Deployment Plan for EV charger buildout which FHWA has approved. More information about the IIJA and NEVI can be found at <https://www.nj.gov/iija/topics/>

Highways and Bridges

New Jersey will receive approximately \$8.1 billion over five years for highway improvements. The funding represents a \$2.64 billion increase in new highway money including funding that will return roads to a state of good repair and improve resilience. This funding also includes \$1.14 billion for the Bridge Investment Program, a formula program to replace, rehabilitate, preserve, or protect some of New Jersey’s most important bridges. The program includes 15 percent of roughly \$180 million set aside for off-system bridges.

Transit

New Jersey expects to receive \$4.1 billion over five years in formula funding to improve public transportation options across the state, roughly \$0.5 billion more than it received in the preceding five years. NJ TRANSIT will receive a portion of these funds each year as part of their normal Federal Transportation Administration (FTA) process. These funds are primarily allocated towards capital investments including station improvements and state of good repair.

NJDOT Local Support

In addition to the federal resources provided to NJDOT and NJ TRANSIT, the IJJA provided numerous discretionary grant opportunities for Local Government. As part of NJDOT's ongoing commitment to communities, the department maintains a webpage dedicated to assisting local governments with all facets related to applying for and managing federal grants. Information can be found at: <https://njdotlocalaidrc.com/ijja/>