

---

---

## THE REGIONAL CAPITAL INVESTMENT STRATEGY FOR THE NJTPA REGION

The following is the NJTPA’s Regional Capital Investment Strategy (RCIS). This strategy, which informs the project selection and policy direction of Plan 2035, was initially developed for NJTPA’s 2030 Regional Transportation Plan, approved in September 2005. This RCIS has been carried forward into Plan 2035 with modified language. The investment principle “Help The Region Grow Wisely” now specifically references New Jersey’s Greenhouse Gas plan. The modified language is identified in italics.

### Investment Principles

#### Help Northern New Jersey Grow Wisely

Transportation investments should encourage economic growth while protecting the environment and minimizing sprawl in accordance with the *state’s Smart Growth plan, Energy Master plan, and Greenhouse Gas plan.*

#### Make Travel Safer

Improving safety and security should be explicitly incorporated in the planning, design and implementation of all investments.

#### Fix it First

The existing transportation system requires large expenditures for maintenance, preservation and repair, and its stewardship should be the region’s highest priority.

#### Expand Public Transit

Investment to improve the region’s extensive transit network should be a high priority, including strategic expansions to serve new markets.

#### Improve Roads but Add Few

Road investments should focus on making the existing system work better, and road expansion should be very limited without compromising the tremendous accessibility provided by the existing highway system.

#### Move Freight More Efficiently

Investments should be made to improve the efficiency of goods movement because of its importance to the region's economy and quality of life.

#### Manage Incidents and Apply Transportation Technology

Investments should be made to improve information flow, operational coordination and other technological advances that can make the transportation system work smarter and more efficiently.

#### Support Walking and Bicycling

All transportation projects should promote walking and bicycling wherever possible.

## Investment Principles and Guidelines

[Text in italics was modified for Plan 2035]

### Help Northern New Jersey Grow Wisely

Transportation investments should encourage economic growth while protecting the environment and minimizing sprawl in accordance with the state’s Smart Growth plan, *Energy master plan, and Greenhouse Gas plan.*

#### Investment Guidelines

- Make investments that fulfill Smart Growth goals, including supporting development in cities, planned growth areas, distressed areas, centers, redevelopment areas, brownfield and grayfield sites and other places with existing infrastructure.
- Scrutinize investments outside of areas targeted by state growth policies, to ensure that alternatives are examined, that they are justified by economic and community needs, and that sprawl-inducing impacts are minimized.
- Fund investments that encourage compact, mixed-used development, that supports transit use (“transit oriented development”), walking/biking, and cost-effective use of existing or planned public infrastructure.
- Protect the character of communities and the natural environment through context-sensitive design, traffic calming, historical preservation and roadway beautification.
- Encourage fewer motor vehicle trips, especially those involving single-occupancy vehicles through continued support (about 0.5 percent of transportation funds) for demand management including the programs of Transportation Management Association programs.
- Develop transportation improvements that distribute benefits and burdens equitably and serve all communities, including low-income residents, minority populations, senior citizens, the disabled, children and other groups.
- *Make investments that support the targets of the Global Warming Response Act of 2007, addressing New Jersey’s greenhouse gas reduction goals and related NJ State Plan recommendations. Coordinate such investments at state, regional and local levels.*

### Make Travel Safer

Improving safety and security should be explicitly incorporated in the planning, design and implementation of all investments.

#### Investment Guidelines

- Allocate approximately 2.5 percent of overall spending to direct safety improvements, while also fully incorporating safety enhancements in other investments.
- Enhance safety in areas with high fatality and injury rates, with particular attention to pedestrian travel and safety for seniors.
- Develop improved safety measures at at-grade rail crossings along heavily traveled corridors.
- Consider national security and disaster response issues in facility designs.

#### Fix it First

The existing transportation system requires large expenditures for maintenance, preservation and repair, and its stewardship should be the region’s highest priority.

#### Investment Guidelines

- Invest 60 percent of overall spending in maintenance and preservation, with about 35 percent going to transit, 15 percent to bridges, and 10 percent to roads.
- Maintain, preserve, rehabilitate and replace infrastructure according to objective measures such as facility condition, level of use and projected service life (“life cycle”).

#### Expand Public Transit

Investment to improve the region’s extensive transit network should be a high priority, including strategic expansions to serve new markets.

#### Investment Guidelines

- Allocate about 21 percent of total spending to enhancing and expanding public transportation (about 5 percent dedicated to enhancing the public transit system—projects such as station and operational improvements—and 16 percent for expansion—new bus routes, new or extended rail lines, etc.)\*
- Focus enhancements on improving the speed and reliability of trips, facilitating access to the system, incorporating pedestrian and bicycle facilities, integrating bus and rail services and achieving new intermodal connectivity.
- Expand the system in measured steps based on the ability to attract new riders and achieve cost-effective operations.

\* Maintenance, technological and safety/security improvements are addressed in other guidelines.

- Build a new passenger rail tunnel under the Hudson River, which is the region’s top transit expansion priority, by obtaining additional dedicated funding (beyond normal allocations that are subject to this regional capital investment strategy).
- Focus transportation investments on encouraging freight related redevelopment of brownfield sites and similar Smart Growth strategies particularly in and around the port.

#### Improve Roads but Add Few

Road investments should focus on making the existing system work better, and road expansion should be very limited without compromising the tremendous accessibility provided by the existing highway system.

#### *Investment Guidelines*

- The investment mix should allot about 10 percent of spending to physically enhance roadways (such as renovating intersections or adding turning lanes).\*
- Limit expanding roadway capacity (new roads or widening) to about 2.5 percent of funding.
- Use management systems and objective criteria to target roadway investments to congested hotspots and bottlenecks.
- Make improvements that strengthen parallel routes and network redundancy.
- Complement road improvements with transit, ridesharing and pedestrian/bicycle projects to help limit auto trips.
- Avoid roadway expansion in environmentally sensitive areas or away from planned growth areas.

#### Move Freight More Efficiently

Investments should be made to improve the efficiency of goods movement because of its importance to the region's economy and quality of life.

#### *Investment Guidelines*

- Support the transport of goods with improvements in roadway operation and efficiency, giving priority to transportation facilities with heavy freight traffic (such as major interstates and highways).
- Allocate about 1.0 percent of spending to dedicated freight improvements (such as freight rail facilities and intermodal infrastructure).
- Fund investments that separate truck traffic from passenger autos and pedestrian movement wherever possible.

\* Particular road improvements, including technological, direct safety improvements, and creating dedicated freight facilities are addressed separately

- Make investments that promote intermodal options where possible, including rail and waterborne freight movement via barges or ferries.

#### Manage Incidents and Apply Transportation Technology

Investments should be made to improve information flow, operational coordination and other technological advances that can make the transportation system work smarter and more efficiently.

#### *Investment Guidelines*

- About 1.5 percent of funding should be dedicated to incident/emergency management projects and intelligent transportation systems.
- Fund development of systems that provide real-time scheduling and connection information on travel conditions to public transit customers, roadway travelers and freight movers.
- Invest in information systems that support information flow within and among operating agencies including those responsible for addressing roadway incidents.
- Invest in technological improvements in accordance with the region’s intelligent transportation system standardized architecture.
- Invest in improved and standardized electronic fare and toll payment systems.
- Focus initial ITS investments on demonstration projects to evaluate potentially beneficial new technologies and systems.

#### Support Walking and Bicycling

All transportation projects should promote walking and bicycling wherever possible.

#### *Investment Guidelines*

- Enhance or create pedestrian and bicycle facilities, including sidewalks, bike lanes and bike paths, which improve their connectivity for walking and biking trips and also complement other transportation improvements.
- About 1.25 percent of funding should be applied to build and redesign facilities for walking and biking.
- Coordinate roadway and transit projects with pedes-

trian and bicycle improvements made by counties and municipalities.

- Target improvements to areas with existing, growing, or strong potential for walking and bicycle travel.
- Invest in improvements that support walking by children (such as Safe Routes to School) and others with limited motor vehicle travel options.