



*Charles Kenny, Chair*  
*Jason J. Sarnoski, First Vice Chair*  
*David W. Behrend, Executive Director*

**CHARLES KENNY, CHAIR**  
**BOARD MEETING AGENDA**

**March 9, 2026**

**10:30 a.m.**

One Newark Center (1085 Raymond Boulevard)  
Newark, New Jersey 07102

Public comments can be made in-person or via a special Zoom meeting link which requires registration in advance at [NJTPA@NJTPA.org](mailto:NJTPA@NJTPA.org) by Thursday, March 5.

- A. Open Public Meetings Act Compliance
  - B. Salute to the Flag
  - C. Roll Call
  - D. Approval of Minutes
  - E. Chair's Remarks
  - F. Executive Director's Report
  - G. Presentation: Preparing for FIFA 2026: Christopher Feintheil, Assistant Commissioner of Operations, New Jersey Department of Transportation
  - H. Committee Reports/Action Items\*
- Project Prioritization Committee – Commissioner Jason J. Sarnoski, Chair
    1. Updated Transportation Improvement Program Project Prioritization Criteria (Attachments H.1.a, H.1.b, H.1.c)
    2. Minor Amendments to the FY 2026-2029 Transportation Improvement Program to Add Federal Funds to One Program and Two Projects (Attachments H.2.a, H.2.b, H.2.c, H.2.d)
      - Planning, Federal-Aid, Statewide
      - Route 1, Northbound Bridge over Raritan River, Middlesex County
      - Route 23, Route 80 and Route 46 Interchange, Passaic County
    3. Minor Amendment to the FY 2026-2029 Transportation Improvement Program to Transfer NJTPA Carbon Reduction Program Funds to Small/Special Services Program for Local Mobility Initiative Projects (Attachments H.3.a, H.3.b, H.3.c)

- Planning and Economic Development Committee – Commissioner Michèle Delisfort, Chair

4. FY 2027 Unified Planning Work Program (Attachments H.4.a. H.4.b, H.4.c)

- Freight Initiatives Committee – Commissioner Stephen Shaw, Chair

I. Public Participation

J. Board Secretary Election

K. Time and Place of Next Meeting: The next meeting of the NJTPA is May 11, 2026, at 10:30 a.m. and will be held at One Newark Center (1085 Raymond Blvd.), Newark, NJ 07102.

L. Adjournment

\* Following the Committee Reports, there will be an opportunity for public comment prior to any Action Item vote.



*Charles Kenny, Chair*  
*Jason J. Sarnoski, First Vice Chair*  
*David W. Behrend, Executive Director*

## **Board Meeting Minutes January 12, 2026**

### **A. Open Public Meetings Act Compliance**

First Vice Chair Charles Kenny, Middlesex County Commissioner, called the meeting to order at 10:35 a.m. Denise Truvillion, Central Staff, reported that the meeting was being held in accordance with the Open Public Meetings Act, Chapter 231, P.L.1975. Adequate notice of the meeting was also forwarded to the *Star Ledger*, the *Asbury Park Press*, the *Courier News*, the *Home News Tribune*, the *New Jersey Herald*, and *The Daily Record*. It was also posted at the Essex County Hall of Records in Newark.

### **B. Salute to the Flag**

The First Vice Chair led the room in a salute to the Flag.

### **C. Roll Call**

Ms. Truvillion called the roll, and 16 voting members were in attendance. (Attachment 1).

### **D. Approval of Minutes**

Morris County made a motion to approve the minutes of the November 10, 2025, meeting; Passaic County seconded and the motion carried unanimously.

### **E. Chair Remarks**

First Vice Chair Kenny began the meeting by welcoming Charles T. Brown, CEO of Horizon 54, who would be presenting on resources that can help empower local governments to deliver safer, more effective infrastructure projects.

He said the core of today's agenda centers on how the NJTPA translates federal resources into tangible local results, focusing on Local Concept Development and Subregional Safety projects. Local Concept Development is a vital first step in the capital project delivery process and allows subregions to study critical improvements, such as bridge rehabilitations or corridor safety, which then qualifies them for federal funding all the way through construction. He said that the Subregional Safety Program advances priorities identified directly by our counties and municipalities. These investments build on Local Safety Action Plans completed with the eight subregions to ensure that planned work leads to projects that reduce crashes and protect all road users.

He also shared updates on initiatives that enhance our communities' quality of life. For the FY 2026 Vibrant Places Program, the City of Elizabeth was selected to develop a culture and arts placemaking plan for its Midtown district. The Borough of Raritan will begin planning improvements for its downtown and riverfront areas. These projects are essential for supporting local businesses and creating public spaces that reflect the unique character of our communities.

First Vice Chair Kenny also highlighted the Pa'lante Hall Avenue project in Perth Amboy, which was recently launched in Middlesex County. The plan is the NJTPA's pilot Complete Streets conceptualization study and is evaluating traffic calming and public transit access in Perth Amboy.

He concluded his report and asked for remarks from the agencies. Jeremy Colangelo-Bryan, NJ TRANSIT, said he appreciated the continued cooperation with the NJTPA and looks forward to continued collaboration.

## **F. Executive Director’s Report**

NJTPA Executive Director David Behrend opened his remarks by wishing the Board a Happy New Year and expressed gratitude to Commissioner Kenny for chairing the meeting. He acknowledged outgoing Chair Jack Kelly as he transitions to a new role in Ocean County and noted that the election of the Executive Committee later in the meeting would set the course for the 2026-2027 term.

Mr. Behrend emphasized that safety remains NJTPA’s top priority and the Target Zero Commission recently adopted a plan to eliminate traffic fatalities by 2040. To support this vision, the NJTPA is advancing Local Safety Action Plans and seeks approval for 12 high-priority safety improvements included on the agenda. Mr. Behrend acknowledged that although the goal of zero fatalities is ambitious, it is the only acceptable target and will require deep collaboration across all levels of government.

Several other key initiatives are also gaining momentum and the NJTPA. A new placemaking guide, *From Streets to Stadiums*, developed in partnership with NJIT and the Voorhees Transportation Center at Rutgers University, is being completed to assist municipalities in transforming public spaces into vibrant activity hubs during the FIFA World Cup. Work is also underway on the Berkeley Heights Transit Hub Plan, where a community survey was recently launched to ensure the train station area better serves the public and strengthens local economic ties.

Mr. Behrend also touched on regional environmental and infrastructure milestones. The agency is transitioning from its initial Priority Climate Action Plan, led by New York City, to a Comprehensive Climate Action Plan, which is slated for submission to the Environmental Protection Agency in June. Infrastructure expansion also continues along the 111-mile Morris Canal Greenway, bolstered by a \$1.33 million grant for Wharton Borough and significant land acquisitions in Warren County.

On the federal front, Mr. Behrend noted that the team is keeping a close watch on the reauthorization of surface transportation funding. Although the current bill is not set to expire until September, early discussions in Washington D.C. indicate a bipartisan focus on permitting reform and the protection of the regional role in transportation decision-making.

In conclusion, Mr. Behrend announced the launch of a streamlined and more user-friendly NJTPA website later this month. The new system is designed to make resources significantly easier for partners and the public to access. He encouraged everyone to explore the site once it goes live and provide feedback to help the agency continue improving its digital presence.

## **G. Presentation: From Idea to Implementation: National Tools Helping Local Governments Deliver Safer Projects – Charles T. Brown, Founder and CEO, Equitable Cities**

Mr. Brown opened by challenging the board to consider why safety projects often stall despite clear goals and available funding. He argued that delays are rarely caused by technical issues or lack of public support but instead stem from the unrealistic demands placed on local governments facing staffing shortages, rising expectations, and political risks. He emphasized the need to move from knowing what saves lives to doing the work of implementation.

He illustrated this dynamic with a project in Newark’s West Ward, where strong community support for sidewalks, street trees, and bike lanes has been constrained by limited local control over roadways. Addressing a common misconception, Mr. Brown noted that his research shows residents in predominantly Black and Brown communities want the same safety infrastructure as other neighborhoods, provided it does not lead to displacement.

Mr. Brown then highlighted three federal programs that help local governments advance projects. The Reconnecting Communities Institute (RCI) addresses harms caused by past infrastructure decisions by rebuilding trust and reducing political friction early in the process. The US Department of Transportation’s (DOT) Thriving Communities Program (TCP) provides hands-on technical assistance to help underserved communities translate ideas into fundable projects; he noted that East Orange participates and encouraged more New Jersey municipalities to apply. The US Department of Housing and Urban Development’s (HUD) Thriving Communities Technical Assistance (TCTA) program integrates transportation with housing and land-use planning and is available on a rolling basis, particularly for municipalities with populations under 250,000.

He shared examples demonstrating the flexibility of these tools. In Syracuse, New York, DOT–HUD coordination is enabling viaduct removal alongside public housing reconstruction. In Rexburg, Idaho, a low-income community used multimedia storytelling to document transportation barriers and secure funding. In East Orange, tactical urbanism and improved coordination with the New Jersey Department of Transportation (NJDOT) have produced measurable safety improvements, including bike lanes and pedestrian markings.

Mr. Brown concluded by urging the NJTPA subregions and municipalities in the region to be more proactive in pursuing federal assistance. He stressed that safety advances more quickly when treated as an operational priority rather than an ideological debate, noting that New Jersey’s challenge is not ambition, but reducing the friction that prevents life-saving projects from reaching completion.

The presentation, along with a question-and-answer session is on the NJTPA [website](#).

## **H. Committee Reports/Action Items**

### **• Project Prioritization Committee**

Hunterdon County Commissioner Susan Soloway gave the report on behalf of Committee Chair Charles Kenny. The Project and Prioritization Committee reviewed and recommended the approval of four action items for board vote today. The first action item is a Minor Amendment to the FY 2026-2029 Transportation Improvement Program (TIP) to add the Broad Street Bridge Over Dorotockeys Run Tributary project in Bergen County. This project replaces the existing Broad Street Bridge with a precast concrete culvert and will be funded with \$800,000 of Congressionally designated funds for preliminary engineering in FY 2026.

The second item is Approval of the Memorandum of Understanding on Procedures to Revise the TIP and Statewide Transportation Improvement Program. The MOU between the state’s three metropolitan planning organizations (MPOs), the NJDOT, and NJ TRANSIT, has not been updated since 2012. Revisions are needed to align with current federal guidelines and to account for inflation.

The third item is the approval of four Local Concept Development Projects in Hudson, Ocean, Bergen, Passaic, and Essex counties, and the final item is the Approval of the Fiscal Year 2026 Subregional Safety Improvement Program.

**Action Item 1: Minor Amendment to the FY 2026-2029 Transportation Improvement Program (TIP) to add the Broad Street Bridge Over Dorotockeys Run Tributary Project in Bergen County (Attachment H.1) [Details here on page 13.](#)**

Bergen County moved the item, Warren County seconded, and it passed unanimously.

**Action Item 2: Approval of the Memorandum of Understanding on Procedures to Revise the TIP and STIP (Attachment H.2) [Details here on page 20.](#)**

Essex County moved the item, Warren County seconded, and it passed unanimously. **Action Item 3: Approval of FY 2026 Local Concept Development Projects (Attachment H.3) [Details here on page 42.](#)**

Ocean County moved the item, Jersey City seconded, and it passed unanimously. **Action Item 4: Approval of FY 2026 Subregional Safety Improvement Program (Attachment H.4) [Details here on page 47.](#)**

Sussex County moved the item, Warren County seconded, and it passed unanimously.

- **Planning and Economic Development Committee**

Warren County Commissioner Jason J. Sarnoski, Committee Chair, said the Planning and Economic Development Committee meeting featured a presentation from David Torres and Robert Gilligan, from the Port Authority of New York and New Jersey, on the Midtown bus terminal project.

The Committee also reviewed and recommended approval of two action items that are before the Board for a vote today.

The first item is Approval of the MOU between the Delaware Valley Regional Planning Commission (DVRPC) and the NJTPA on MPO Boundaries and Coordination. MOUs like this one are required by federal law whenever urbanized areas cross MPO boundaries. This update reflects changes from the 2020 Census and clarifies transportation planning and programming responsibilities for shared urban areas, including Trenton; Lambertville; and the New York-Jersey City-Newark urban areas. Approval of this action authorizes the chair to execute the MOU, maintain clear rules and meet federal requirements.

The second item on the agenda is Adoption of NJTPA Specific Roadway Safety Performance Measure Targets for 2026. The FHWA requires state departments of transportation and MPOs to collect and report on performance data for safety targets related to fatalities and serious injuries. The NJDOT submitted their annual targets to the FHWA in August and the NJTPA has 180 days to support those targets or adopt its own.

**Action Item 5: Approval of Memorandum of Understanding between DVRPC and the NJTPA on Metropolitan Planning Organization Boundaries and Coordination (Attachment H.5) [Details here on page 52.](#)**

Hudson County moved the item, Warren County seconded, and it passed unanimously.

**Action Item 6: Adoption of NJTPA Specific Roadway Performance Measure Targets for 2026 (Attachment H.6) [Details here on page 63.](#)**

Morris County moved the item, Warren County seconded, and it passed unanimously.

- **Freight Initiatives Committee**

Morris County Commissioner Stephen Shaw, Committee Chair, said the meeting presentations centered on the strategic and economic benefits of automation, reducing operational costs, and improving logistical efficiency.

He said members of the New York City Department of Transportation's Freight Mobility Unit on E-Commerce Delivery Mitigation Initiatives presented the following topics:

**Freight Mobility Unit**, focusing on the delivery of goods while mitigating adverse impact by developing a *Comprehensive Freight Plan*. This plan coordinates with sister agencies to create a regulatory environment that fosters innovation.

**Microhubs Pilot Program** focusing on the transition of goods from trucks to sustainable last-mile modes, such as cargo bikes and hand carts.

**Mode Shift Strategies for Cargo Bikes** focusing on electric pedal-assist bikes with cargo compartments. There are 800 cargo bikes operating in the city and future developments include creation of "Cargo Bike Corrals" for dedicated loading and unloading.

The **Locker NYC Pilot Program** is a shared-use delivery locker system designed to reduce truck trips and package theft. Two pilot programs include: GoLocker, which consolidates packages at a central warehouse before delivery to lockers; and Quadient, which allows multiple carriers to drop off packages directly into lockers.

The **Curb Access Strategies and Neighborhood Loading Zones Project** provides dedicated curb space on narrow residential streets for deliveries, taxis, and personal vehicle loading. This program has expanded to 950 locations across all five boroughs, leading to a 70 percent reduction in double-parking when properly implemented.

The **TruckSmart Safety Awareness Campaign** educates truck operators and promotes safe driving behaviors to protect vulnerable roadway users, reduce fatal crashes, and align with the city’s Vision Zero initiative. Targeted ads on LinkedIn and other platforms are designed to engage the industry and add broad-reach advertising.

These initiatives are just a few examples of creative approaches to addressing the challenges created by the explosive growth in e-commerce. That growth is particularly strong in northern and central New Jersey, and meeting these challenges is an important regional goal.

In reports from committee members, the City of Newark shared that they received an additional \$4 million from the State’s Local Freight Impact Fund, bringing their total funding amount for roadway preservation work along the Raymond Boulevard corridor to \$18 million. This additional funding will help the city implement its plan for the Morris Canal Bikeway.

## **I. Public Participation**

During public comment, Vito Havrila addressed the NJTPA Board on behalf of Restore Our Transit Essex (ROUTE), a grassroots advocacy group, calling for urgent public transit improvements in Essex County. He highlighted two priorities: restoring seven-day bus service on former DeCamp routes and implementing hourly weekend rail service on the Montclair–Boonton Line.

Mr. Havrila said that since DeCamp ceased operations three years ago, many residents have been left in “transit deserts,” particularly on weekends and during off-peak hours. While the group supports both bus and rail solutions, he noted that rail service is the current focus due to the upcoming state budget cycle. He formally requested NJTPA support in working with the Governor and Legislature to fund hourly weekend service between Montclair State University/Little Falls and Hoboken Terminal.

He cited evidence of demand, noting that weekend ridership has returned to pre-pandemic levels, with Morris & Essex and Montclair Line trains frequently at capacity. Recently crowding has led to standing-room-only conditions and, at times, passengers being unable to board at Newark Broad Street. He concluded that while the service expansion would require additional crews and train sets, it is a critical investment for students, transit-dependent residents, and weekend commuters.

## **J. Report of the Nominating Committee and Election of the Executive Committee of the NJTPA Board of Trustees for 2026-2027**

First Vice Chair Kenny asked Mr. Behrend to read the nominating committee report.

Mr. Behrend said Chairman Kelly convened a nominating committee consisting of himself and Union County Commissioner Bette Jane Kowalski and Monmouth County Commissioner Tom Arnone. The committee met December 18 to review nominations for the NJTPA officers for the next two years and agreed unanimously to recommend the following slate of officers for the 2026-2027 term:

- Chair — Middlesex County Commissioner Charles Kenny
- First Vice Chair — Warren County Commissioner Jason Sarnoski
- Second Vice Chair — Union County Commissioner Michèle Delisfort
- Secretary — Passaic County Commissioner John Bartlett

Mr. Behrend said that in accordance with the bylaws, after the election, the new Chair will appoint the Third Vice Chair.

Morris County moved the item, Jersey City seconded, and the motion passed unanimously.

Chairman Kenny appointed Morris County Commissioner Stephen Shaw to serve as Third Vice Chair. He shared brief remarks, thanking the Board for entrusting him to lead over the next two years and said he would speak in more detail about his priorities at the next meeting.

**K. Time and Place of Next Meeting**

The next Board meeting is Monday, March 9, 2026, at 10:30 a.m. at NJTPA, One Newark Center, (1085 Raymond Blvd.), Newark, NJ 07102.

**L. Adjournment**

Morris County made a motion to adjourn at 11:53 a.m.; Warren County seconded, and it carried unanimously.

**NORTH JERSEY TRANSPORTATION PLANNING AUTHORITY, INC.**  
**Meeting of the Board of Trustees**  
**Attendance Record: January 12, 2026**

<b>Subregion/Agency</b>	<b>Voting Board Members/Alternates</b>	<b>Staff &amp; Others</b>
Bergen County	Hon. James J. Tedesco III	Joseph Baladi
Essex County	David Antonio	
Hudson County	Mark Kataryniak	Tanner Thul
Hunterdon County	Hon. Susan Soloway	Katherine Fullerton Alan Hunt Brandon Lamb
City of Jersey City	Michael Manzella	
Middlesex County	Hon. Charles Kenny	John Carroll Hon. Claribel Cortes Mehgna Hari Sean Northgrave Hon. Ron Rios
Monmouth County	Michael Nie	
Morris County	Hon. Stephen Shaw	John Hayes
City of Newark		Trevor Howard
Ocean County	Mark Jehnke	
Passaic County	Hon. John Bartlett	Andras Holzmann
Somerset County	Hon. Sara Sooy	
Sussex County	Hon. Jack DeGroot	Tom Drabic
Union County	Hon. Michele Delisfort	
Warren County	Hon. Jason J. Sarnoski	Ryan Conklin
Office of the Governor	Dorian Smith	
NJDOT	Amy Polachak	
NJ TRANSIT	Jeremy Colangelo-Bryan	Mike Dannemiller
PANYNJ		Seth Wainer
<b>Other Attendees</b>		
Ted Del Guercio, III	McManimon, Scotland & Baumann, LLC	
Various members of Central Staff	NJTPA	
Charles T. Brown	Horizon 54	
Andrew Lappitt	Michael Baker International	
Sutapa Bandyopadhyay	FHWA	
Vito Havrilla	ROUTE	
Nathan Perrine and Sharon Tepper	VHB	
Miguel Santiago and Emma Thebault	STV Inc	
Michael Troncone	Tylin	
Bob Werkmeister	GPI	

Approved January 12, 2026

**DRAFT RESOLUTION: MINOR AMENDMENT TO THE FY 2026-2029 TRANSPORTATION IMPROVEMENT PROGRAM TO ADD THE BROAD STREET, BRIDGE OVER DOROTOCKEYS RUN TRIBUTARY PROJECT IN BERGEN COUNTY**

**WHEREAS**, the North Jersey Transportation Planning Authority, Inc. (NJTPA) has been designated by the Governor of New Jersey as the Metropolitan Planning Organization (MPO) for the northern New Jersey region; and

**WHEREAS**, the NJTPA formally adopted the FY 2026-2029 Transportation Improvement Program (TIP) on September 8, 2025; and

**WHEREAS**, the NJTPA on September 24, 2012 approved a Memorandum of Understanding (MOU) among the NJTPA, the New Jersey Department of Transportation (NJDOT), and NJ TRANSIT on procedures to amend and modify the State Transportation Improvement Program and the NJTPA TIP; and

**WHEREAS**, the TIP may be revised any time; and

**WHEREAS**, according to the MOU when a project or program with federal funds is added to the TIP and a new air quality conformity determination is not required, this constitutes a minor amendment; and

**WHEREAS**, the Borough of Norwood has requested a minor amendment to the FY 2026 – 2029 TIP to add the Broad Street, Bridge over Dorotockeys Run Tributary Project in Bergen County (DBNUM N2405) with \$0.800 million in federal funds for Preliminary Engineering; and

**WHEREAS**, fiscal constraint is maintained through funds available from the FY 2023 FHWA Community Project Funding/Congressionally Directed Spending Grant Program in the amount of \$0.800 million; and

**WHEREAS**, this minor amendment does not require an air quality conformity determination as per the Transportation Conformity Rule (40 CFR 93.126 and 93.127) and does not impact the current conformity determination; and

**WHEREAS**, Congestion Management Process requirements do not apply to this action; and

**WHEREAS**, the FY 2026-2029 TIP conforms to federal performance-based planning requirements; and

**WHEREAS**, consistent with NJTPA public participation procedures, the NJTPA has provided opportunities for review of this action; and

**WHEREAS**, no action authorized by the NJTPA shall have force or effect until 10 days (Saturdays, Sundays and public holidays excepted) after a copy of the minutes of the meeting of the Board of Trustees has been delivered to the Governor for review, unless prior to expiration of the review period the Governor shall approve same, in which case the action shall become effective upon such approval.

**NOW, THEREFORE, BE IT RESOLVED**, that the North Jersey Transportation Planning Authority hereby approves the specified amendment to the FY 2026-2029 Transportation Improvement Program.

**BE IT FURTHER RESOLVED** that a copy of this resolution is forwarded to the Borough of Norwood for submission to the Federal Highway Administration.

Approved January 12, 2026

**DRAFT RESOLUTION: APPROVAL OF THE MEMORANDUM OF UNDERSTANDING ON PROCEDURES TO REVISE THE TRANSPORTATION IMPROVEMENT PROGRAM AND THE STATE TRANSPORTATION IMPROVEMENT PROGRAM**

**WHEREAS**, the North Jersey Transportation Planning Authority, Inc. (NJTPA) has been designated by the Governor of New Jersey as the Metropolitan Planning Organization (MPO) for the northern New Jersey region; and

**WHEREAS**, the NJTPA formally adopted the FY 2026-2029 Transportation Improvement Program (TIP) on September 8, 2025; and

**WHEREAS**, the TIP may be revised at any time, under procedures agreed to by the cooperating parties consistent with the procedures established by the federal Metropolitan Transportation Planning and Programming requirements (23 CFR 450), for its development and approval; and

**WHEREAS**, the NJTPA on September 24, 2012 approved a Memorandum of Understanding (MOU) among the NJTPA, the New Jersey Department of Transportation (NJDOT), and NJ TRANSIT on procedures to amend and modify the State Transportation Improvement Program and the NJTPA TIP; and

**WHEREAS**, the three MPOs in New Jersey, NJDOT and NJ TRANSIT have worked cooperatively in developing revised TIP/STIP amendment and modification procedures; and

**WHEREAS**, the proposed MOU reflects a single, unified document with statewide procedures that serves all three MPOs, NJDOT and NJ TRANSIT; and

**WHEREAS**, amendments involve a major change to a project or program in the TIP/STIP and are categorized into two classes: major amendments affecting air quality conformity and minor amendments that do not do not require a new regional conformity determination; and

**WHEREAS**, the changes not considered amendments shall be considered modifications categorized into three classes: informational, administrative, and committee; and

**WHEREAS**, the procedures have been updated to align with current federal guidelines and monetary thresholds have been updated to account for project cost increases that trigger the majority of the TIP revisions and now also consider the overall estimated costs of the construction project; and

**WHEREAS**, the MOU includes references to the public participation procedures for amendments, modifications and conformity determinations to provide the appropriate level of public involvement;

**WHEREAS**, consistent with NJTPA public participation procedures, the NJTPA has provided opportunities for review of this action; and

**WHEREAS**, no action authorized by the NJTPA shall have force or effect until 10 days (Saturdays, Sundays and public holidays excepted) after a copy of the minutes of the meeting of the Board of Trustees has

been delivered to the Governor for review, unless prior to expiration of the review period the Governor shall approve same, in which case the action shall become effective upon such approval.

**NOW, THEREFORE BE IT RESOLVED**, that the NJTPA hereby approves the attached MOU among the NJTPA, the Delaware Valley Regional Planning Commission, the South Jersey Transportation Planning Organization, NJ TRANSIT and NJDOT on statewide procedures to revise the TIP/STIP and authorizes the Chairman to affix his signature to same;

**BE IT FURTHER RESOLVED**, that a copy of this resolution and the revised MOU be forwarded to the NJDOT for execution and submission to the Federal Highway Administration and Federal Transit Administration.

Approved January 12, 2026

**DRAFT RESOLUTION: APPROVAL OF THE FY 2026 NJTPA LOCAL CONCEPT DEVELOPMENT PHASE STUDIES OF THE LOCAL CAPITAL PROJECT DELIVERY PROGRAM**

**WHEREAS**, the North Jersey Transportation Planning Authority (NJTPA), Inc. is the Metropolitan Planning Organization (MPO) responsible for updating the Transportation Improvement Program (TIP) for the northern part of New Jersey as required by 23 CFR 450; and

**WHEREAS**, Local Capital Project Delivery (LCPD) Program is a competitive program which provides funding to NJTPA subregions—the 15 city and county members of the NJTPA—to prepare proposed transportation projects for eventual construction with federal and/or state funding; and

**WHEREAS**, this preparation involves completing the multi-step Capital Project Delivery Process developed by the New Jersey Department of Transportation (NJDOT); and

**WHEREAS**, this process is designed to streamline project development and provide a common and consistent framework for federally funded projects at the local, regional and State level; and

**WHEREAS**, the LCPD Program will provide subregions the opportunity to prepare proposed local transportation projects for eventual construction with federal funding; and

**WHEREAS**, all 15 subregions received a solicitation notification in April 2021 inviting them to submit applications for the FY 2026 program; and

**WHEREAS**, the NJTPA received eight Local Concept Development (LCD) applications from member subregions; and

**WHEREAS**, sponsors will identify and compare reasonable alternatives and strategies that address the purpose and need statement and select a preliminary preferred alternative; and

**WHEREAS**, once a concept development report is completed, the Interagency Review Committee will determine whether the project can be advanced to the Preliminary Engineering phase and full funding in the TIP; and

**WHEREAS**, the NJTPA and the selected subregion will jointly manage the consultant contract; and

**WHEREAS**, a Technical Review Committee comprised of Central Staff, NJDOT Bureau of Environmental Program Resources and the NJDOT Local Aid Offices reviewed all applications and recommended the attached list of projects based on the established criteria and field visits; and

**WHEREAS**, no action authorized by the NJTPA shall have force or effect until 10 days (Saturdays, Sundays and public holidays excepted) after a copy of the minutes of the meeting of the Board of Trustees has

been delivered to the Governor for review unless prior to expiration of the review period the Governor shall approve same, in which case the action shall become effective upon such approval.

**NOW, THEREFORE, BE IT RESOLVED**, that the North Jersey Transportation Planning Authority hereby approves the attached list of LCD studies to be funded for FY 2026.

**BE IT FURTHER RESOLVED** that copies of this resolution be forwarded to the New Jersey Department of Transportation, Federal Highway Administration and to the subregions of the selected applicants.

Approved January 12, 2026

**DRAFT RESOLUTION: APPROVAL OF PROJECTS FOR THE 2026 SUBREGIONAL SAFETY IMPROVEMENT PROGRAM**

**WHEREAS**, the North Jersey Transportation Planning Authority, Inc. (NJTPA) has been designated by the Governor of New Jersey as the Metropolitan Planning Organization (MPO) for the northern New Jersey region; and

**WHEREAS**, the Local Safety and High-Risk Rural Roads programs (LSP/HRRRP) were created to provide an opportunity for the subregions to use federal Highway Safety Improvement Program (HSIP) funding for safety improvements on eligible county and local roads identified on high-crash network screening lists developed by the New Jersey Department of Transportation (NJDOT); and

**WHEREAS**, NJTPA sent out solicitation notifications on March 1, 2024 inviting the subregions to submit applications for the FY 2025 LSP/HRRRP; and

**WHEREAS**, a total of 14 applications were received at the close of the solicitation on October 15, 2024; and

**WHEREAS**, following review by a Technical Review Committee (TRC) comprised of NJTPA Central Staff and NJDOT staff, Central Staff has recommended advancing 12 projects; and

**WHEREAS**, there were 66 fatal & suspected serious injury crashes and 195 pedestrian crashes within the limits of these projects during the period crash data was analyzed for the applications; and

**WHEREAS**, substantial safety improvements will be made to eight corridors and 210 intersections in addition to the construction of two modern roundabouts along a HRRR corridor; and

**WHEREAS**, following two TRC meetings, FHWA's New Jersey Division suspended the program to reassess processes related to the LSP/HRRR programs and use of HSIP; and

**WHEREAS**, given the uncertainty of revised HSIP funding eligibility, the reassessment timeframe and the goal of achieving zero deaths in New Jersey and improving safety for vulnerable road users; and

**WHEREAS**, Central Staff is recommending funding 12 projects with Subregional Transportation Planning Block Grant (STPBG) funding under a new FY 2026 Subregional Safety Improvement Program (SSIP); and

**WHEREAS**, nine of the projects need design assistance and will be included in the FY 2027 Subregional Engineering Assistance Program (SEAP); and

**WHEREAS**, no action authorized by the NJTPA shall have force or effect until 10 days (Saturdays, Sundays and public holidays excepted) after a copy of the minutes of the meeting of the Board of Trustees has

been delivered to the Governor for review, unless prior to expiration of the review period the Governor shall approve same, in which case the action shall become effective upon such approval.

**NOW, THEREFORE, BE IT RESOLVED**, that the North Jersey Transportation Planning Authority hereby approves the attached list of projects for the FY 2026 Subregional Safety Improvement Program.

**BE IT FURTHER RESOLVED**, that a copy of this resolution be forwarded to the New Jersey Department of Transportation for submission to the Federal Highway Administration and to the counties of the selected applicants.

Approved January 12, 2026

**DRAFT RESOLUTION: APPROVAL OF MEMORANDUM OF UNDERSTANDING BETWEEN DVRPC AND NJTPA ON METROPOLITAN PLANNING ORGANIZATION BOUNDARIES AND COORDINATION**

**WHEREAS**, the North Jersey Transportation Planning Authority, Inc. (NJTPA) has been designated by the Governor as the Metropolitan Planning Organization (MPO) for the northern New Jersey region; and

**WHEREAS**, the Delaware Valley Regional Planning Commission (DVRPC) has been designated the MPO for the Greater Philadelphia region; and

**WHEREAS**, the federal transportation regulation pertaining to Metropolitan Planning Area (MPA) boundaries (23 CFR 450.312(h)) stipulates, where part of an urbanized area served by one MPO extends into an adjacent MPA, the MPOs shall, at a minimum, establish written agreements that clearly identify areas of coordination and the division of transportation planning responsibilities among and between the MPOs; and

**WHEREAS**, the NJTPA MPA consists of Bergen, Essex, Hudson, Hunterdon, Middlesex, Monmouth, Morris, Ocean, Passaic, Somerset, Sussex, Union and Warren counties in New Jersey; and

**WHEREAS**, the DVRPC MPA consists of Burlington, Camden, Gloucester, and Mercer counties in New Jersey; together with Bucks, Chester, Delaware, Montgomery, and Philadelphia counties in Pennsylvania; and

**WHEREAS**, the shared DVRPC and NJTPA MPO boundary is now and has been coincident with the common boundaries between Bucks, Mercer and Burlington Counties, representing the DVRPC region; and Hunterdon, Somerset, Middlesex, Monmouth, and Ocean Counties representing the NJTPA region (and is proposed to remain so); and

**WHEREAS**, as a result of the 2020 U.S. Census, the urbanized area for Trenton, NJ extends into Monmouth County, NJ; the urbanized area for New York–Jersey City–Newark, NY–NJ extends into Mercer County; and the urbanized area for Lambertville, NJ–PA extends into Hunterdon County, NJ and Bucks County, PA; and

**WHEREAS**, Transportation Management Areas have been designated for urban areas with populations exceeding 200,000 within the DVRPC and NJTPA MPAs and are subject to additional planning and reporting requirements and are provided suballocated Surface Transportation Block Grant Program and Carbon Reduction Program funding; and

**WHEREAS**, to help ensure continuity of federal funds and help support project delivery, the DVRPC and the NJTPA agree to abide by the current federal and state methodologies and processes used to allocate federal funds to urban areas and MPOs, based on metropolitan planning area boundaries, yet mutually agree to meet as needed to discuss funding for potential projects in overlapping areas and to negotiate Transportation

Improvement Program programming decisions of urban area funds attributable to these areas, pursuant to federal law and regulations, as amended and

**WHEREAS**, entering into this Memorandum of Understanding serves the best mutual interests of the DVRPC and the NJTPA, fosters an effective planning and programming process that promotes efficient overall transportation investment strategies, and satisfies the federal requirements pertaining to written agreements between the MPOs under such circumstances as described herein; and

**WHEREAS**, no action authorized by the NJTPA shall have force or effect until 10 days (Saturdays, Sundays and public holidays excepted) after a copy of the minutes of the meeting of the Board of Trustees has been delivered to the Governor for review, unless prior to expiration of the review period the Governor shall approve same, in which case the action shall become effective upon such approval; and

**NOW, THEREFORE, BE IT RESOLVED** that the North Jersey Transportation Planning Authority hereby approves this Memorandum of Understanding between the Delaware Valley Regional Planning Commission and the North Jersey Transportation Planning Authority regarding Metropolitan Planning Organization boundaries and coordination of transportation planning and programming and hereby authorizes the Board Chair to execute this Memorandum of Understanding on its behalf.

**BE IT FURTHER RESOLVED** that copies of this resolution and attachments be forwarded to the New Jersey Department of Transportation for submission to the Federal Highway Administration and Federal Transit Administration.

Approved January 12, 2026

**DRAFT RESOLUTION: ADOPTION OF NJTPA-SPECIFIC ROADWAY SAFETY PERFORMANCE MEASURE TARGETS FOR 2026**

**WHEREAS**, the North Jersey Transportation Planning Authority (NJTPA) has been designated by the Governor of New Jersey as the Metropolitan Planning Organization (MPO) for the northern New Jersey region; and

**WHEREAS**, Title 23, Section 134 of the United States Code requires that each MPO undertake a transportation planning process that establishes and uses a performance-based approach to transportation decision-making to support national goals; that each MPO shall establish performance targets that address the performance measures, tracking progress toward attainment of critical outcomes for the region; and that each MPO shall integrate those targets into its planning documents and processes; and

**WHEREAS**, the Federal Highway Administration (FHWA) published the final Highway Safety Improvement Program (HSIP) and Safety Performance Measures rules (23 CFR Parts 924 and 490, respectively, published on March 15, 2016), requiring states and MPOs to annually develop and adopt targets assessing the number of motor vehicle crash-related serious injuries and fatalities; serious injuries and fatalities per vehicle miles traveled (VMT); and the number of serious injuries and fatalities of non-motorized users; and

**WHEREAS**, on May 27, 2016, FHWA issued a final rule on metropolitan planning (23 CFR 450 and 771 and 49 CFR 613), under which MPOs must adopt safety targets within 180 days of state target adoption;

and  
**WHEREAS**, the final rule also requires that MPOs coordinate with state departments of transportation to set performance targets for the specified measures and integrate those targets into their planning documents and processes; and

**WHEREAS**, the NJTPA coordinated with the New Jersey Department of Transportation (NJDOT), the New Jersey Division of Highway Traffic Safety, and the other MPOs in New Jersey on analyzing trends and developing appropriate safety targets; and

**WHEREAS**, the final rule on metropolitan planning states that MPOs have the option to agree to program investments in support of NJDOT's targets, or set their own quantifiable targets; and

**WHEREAS**, the NJDOT notified the NJTPA of statewide roadway safety targets on July 31, 2025; and

**WHEREAS**, the NJTPA has developed quantifiable targets for the NJTPA region that serve as suitable benchmarks along a trajectory to achieving an elimination of traffic deaths and serious injuries by 2050; and

**WHEREAS**, these targets align with the planning goals and desired outcomes for the projects and programs of *Connecting Communities: The NJTPA Long Range Transportation Plan* and Transportation Improvement Program; and

**WHEREAS**, no action authorized by the NJTPA shall have force or effect until 10 days (Saturdays, Sundays and public holidays excepted) after a copy of the minutes of the meeting of the Board of Trustees has been delivered to the Governor for review, unless prior to expiration of the review period the Governor shall approve same, in which case the action shall become effective upon such approval.

**NOW, THEREFORE, BE IT RESOLVED**, that the NJTPA hereby adopts the attached targets for the roadway safety performance measures listed in National Performance Management Measures: Highway Safety Improvement Program (HSIP); Final Rule (23 CFR 490); and

**BE IT FURTHER RESOLVED** that a copy of this resolution be forwarded to the New Jersey Department of Transportation for submission to the Federal Highway Administration.



**DRAFT RESOLUTION: APPROVAL OF UPDATED TRANSPORTATION  
IMPROVEMENT PROGRAM PROJECT PRIORITIZATION  
CRITERIA**

**WHEREAS**, the North Jersey Transportation Planning Authority Inc. (NJTPA) has been designated by the Governor of New Jersey as the Metropolitan Planning Organization (MPO) for the Northern New Jersey region; and

**WHEREAS**, the NJTPA is responsible for developing the Transportation Improvement Program (TIP) for the region as required by 23 CFR 450 and 49 CFR 613; and

**WHEREAS**, on March 3, 1993, the NJTPA established criteria to prioritize projects that are programmed in the TIP, as required by the Intermodal Surface Transportation Efficiency Act (ISTEA); and

**WHEREAS**, the NJTPA has updated its criteria several times, with the last update being adopted on May 14, 2018; and

**WHEREAS**, subsequent federal transportation laws, including most recently the 2021 Infrastructure Investment and Jobs Act (IIJA), enacted several changes including new and expanded funding programs for both formula and competitive grants with an emphasis on infrastructure investments, resilience, and safety, while continuing to require MPOs to prioritize projects; and

**WHEREAS**, in July 2024 the NJTPA Executive Committee approved the award of the consultant effort to assist in the update of the current project prioritization scoring process and criteria; and

**WHEREAS**, a project Technical Advisory Committee (TAC) was established and included representation by Regional Transportation Advisory Committee members from the NJTPA region's 13 county and two city subregions; and

**WHEREAS**, the project TAC considered the need to update the criteria in light of regulatory changes, current MPO processes and programs, and recent NJTPA planning initiatives that focus on priorities such as safety, land use, active transportation and resiliency; and

**WHEREAS**, the Project Prioritization Committee recommends NJTPA approval of the attached updated TIP Project Prioritization Criteria for Local Highway and Bridge Projects, State Highway and Bridge Projects, and Transit Projects; and

**WHEREAS**, no action authorized by the NJTPA shall have force or effect until 10 days, Saturdays, Sundays and public holidays excepted, after a copy of the minutes of the

meeting of the Board of Trustees has been delivered to the Governor for review, unless prior to expiration of the review period the Governor shall approve same, in which case the action shall become effective upon such approval.

**NOW, THEREFORE, BE IT RESOLVED**, that the North Jersey Transportation Planning Authority, Inc, hereby approves the updated Transportation Improvement Program Project Prioritization Criteria for Local Highway and Bridge Projects, State Highway and Bridge Projects, and Transit Projects, thereby allowing Central Staff to prioritize candidate Local Concept Development applications and candidate projects for the Transportation Improvement Program and Study and Development Program, where applicable.

**BE IT FURTHER RESOLVED**, that a copy of this resolution and the attached document be forwarded to the New Jersey Department of Transportation and NJ TRANSIT for submission to the Federal Highway Administration and Federal Transit Administration.

## Summary of Action

### Approval of Updated Transportation Improvement Program Project Prioritization Criteria

**Action:** Approval of updated North Jersey Transportation Planning Authority (NJTPA) Transportation Improvement Program (TIP) Project Prioritization Criteria for Local Highway and Bridge Projects, State Highway and Bridge Projects, and Transit Projects.

**Background:** Federal regulations require that the TIP include a prioritized list of projects. The NJTPA applies its Project Prioritization Criteria to evaluate candidate Local Concept Development applications and to score projects considered every two years for inclusion in the TIP and Study and Development Program. These criteria are updated periodically to reflect changes in regulations, planning priorities, and available data. The last update approved by the NJTPA Board of Trustees was in May 2018.

The Project Prioritization Criteria provides a systematic and objective framework for evaluating proposed transportation investments. Projects are scored based on how well they advance the goals of *Connecting Communities: The NJTPA Long Range Transportation Plan*. In addition to project scores, several other factors are considered when determining TIP inclusion, including project eligibility, feasibility of project delivery, funding availability, and project timing.

The criteria and scoring system has recently been updated to better align with the priorities of the NJTPA Board and to improve coordination with partner agencies, including NJDOT and NJ TRANSIT. This update incorporates new data sources, decision-support software and analytical tools, and responds to new and emerging federal requirements.

The current consultant-led update reflects the collaborative efforts of NJTPA Central Staff and the Regional Transportation Advisory Committee (RTAC) to update and expand the usefulness of the criteria. The process considered both national trends and evolving local and regional conditions and priorities affecting project selection for the TIP. Development of the criteria included facilitated workshops and structured voting exercises in which RTAC members guided the selection criteria and weighting of goals.

In addition to the attached summary of the updated criteria, the consultant team (led by ICF) will deliver a comprehensive Criteria Rule Book for Local Highway and Bridge, State Highway and Bridge, and Transit projects. The Rule Book will document criteria definitions, weights and application guidelines. The consultants are also developing a software application designed to streamline and standardize the project prioritization scoring process.

**Justification for Action:** This action seeks Board of Trustees adoption of recommended updates to the TIP project prioritization criteria for Local and State Highway and Bridge Projects, along with the reinstatement of Transit Project criteria. The proposed criteria are included as attachments. Upon adoption, the criteria will be applied to the evaluation and scoring of future capital projects.

**Staff Recommendation:** Central Staff recommends approval of the updated TIP Project Prioritization Criteria for Local Highway and Bridge Projects, State Highway and Bridge Projects, and Transit Projects.

# NJTPA Transportation Improvement Program Project Prioritization Criteria

January 2026

## Overview

The maximum number of points available are shown in the table below for local highway and bridge projects, state highway and bridge projects, and transit projects:

Goal Area	Criterion	Goal Area	Local Highway & Bridge	State Highway & Bridge	Transit
Safety	Safety Need	280	121	121	81
	Bicycle & Pedestrian Safety Need		81	81	81
	Safety Features		78	78	118
State of Good Repair	Infrastructure Condition	218	218	153	218
	Preventive Maintenance and Lifecycle Benefits		--	65	--
Land Use Coordination & Vibrant Communities	Support for Placemaking & Transit Oriented Development	138	52	52	52
	Transit Access, Comfort, and Ridership Potential		47	47	47
	Support for Active Transportation		39	39	39
Resilience and Environment	Public Safety & Security / Emergency Response	118	49	49	49
	Infrastructure Resilience		33	33	33
	Stormwater Management & Land Stewardship		19	19	19
	Emissions Reduction		17	17	17
System Coordination, Efficiency, Connectivity, & Reliability	Travel Time Reliability	114	32	32	35
	System Coordination and Operational Improvement		25	25	28
	Connectivity		22	22	24
	Excessive Delay		22	22	24
	Freight Reliability		13	13	3
Economic Competitiveness	Enhancing Goods Movement and Freight Access	78	31	31	8
	Improving Access to Key Economic Drivers		24	24	37
	Redevelopment of Brownfields or Underutilized Areas		23	23	34
Opportunities for All	Addressing Transportation Barriers	54	29	29	29
	Serving All Populations		25	25	25
<b>TOTAL</b>		<b>1000</b>	<b>1000</b>	<b>1000</b>	<b>1000</b>

# Local Highway & Bridge Projects (Max 1000 points)

## Safety (Max 280 points)

### **Safety Need:** Is the project in a location with critical safety needs? (Max 121 points)

*This criterion evaluates the severity of safety conditions at the project location based on historical crash or incident data.*

**Continuous scale** using NJDOT's equivalent property damage only (ePDO) values for crashes, which is a weighted value per mile, for projects that address safety

**0%** - Project does not address safety (0)

### **Bicycle and Pedestrian Safety Need:** Does the project address a critical non-motorized safety issue? (Max 81 points)

*This criterion assesses the degree to which a project will improve bicycle and pedestrian safety at a high incident area or location.*

**100%** - Project addresses bike/ped safety and is on NJTPA's High Injury Network (HIN) (81)

**66%** - Project addresses bike/ped safety and is on Local Network Screening List, local safety plan, or county HIN (53)

**33%** - Project is identified in the application narrative as addressing a locally recognized bike/ped safety issue (27)

**0%** - Project does not address non-motorized safety (0)

### **Safety Features:** Does the project incorporate proven, or design-based safety improvements? (Max 78 points)

*This criterion supports the Safe System Approach by assigning points to projects that incorporate safety improvements or features regardless of the level of existing crashes. A project that incorporates multiple types of safety features would score based on the highest scoring element.*

**100%**- The project incorporates FHWA Proven Safety Countermeasures focused on vulnerable road users (e.g., road diets/reconfiguration, pedestrian refuge islands, enhanced lighting, crosswalk visibility enhancements, leading pedestrian interval, pedestrian hybrid beacons, bicycle lanes, walkways, rectangular rapid flashing beacons) or a pedestrian/bicycle bridge over a roadway to minimize conflict points (78)

**66%**- The project incorporates FHWA Proven Safety Countermeasures that are roadway departure, intersection, or vehicle speed focused measures without a pedestrian/bicyclist focus (e.g., median barriers, rumble strips, speed safety cameras, reduced left-turn conflict intersections, dedicated left- and right-turn lanes at intersections, roundabouts, variable speed limits) (51)

**33%**- The project incorporates other FHWA Proven Safety Countermeasures or other minor safety improvements or design features (e.g., pavement friction management) (26)

**0%**- Safety is not a focus of the project, or insufficient information is provided to assess whether any systemic or proven safety improvements are included (0)

## State of Good Repair (Max 218 points)

**Condition:** Will the project improve or replace infrastructure in poor condition?  
(Max 218 points)

*This criterion assesses the degree to which the project improves or replaces infrastructure in poor condition.*

For projects that replace or improve pavements:

**100%** - If condition marked as poor or  $IRI > 170$  or  $SDI \leq 2.4$  (218)

**66%** - If condition marked as fair or  $95 \leq IRI \leq 170$  and  $SDI > 2.4$  or  $IRI < 95$  and  $2.4 < SDI < 3.5$  (144)

**33%** - If condition marked as good or  $IRI < 95$  and  $SDI \geq 3.5$  (72)

If the project replaces or improves other infrastructure (e.g., retaining walls, bicycle/shared use path), select the higher of the score above or:

**100%** - Project replaces other infrastructure in poor condition (218)

**66%** - Project repairs other infrastructure in poor condition (144)

For projects that replace or improve bridges:

**Continuous score** multiplying condition, deck area, and at risk flags and normalized relative to the pool of projects (i.e., the highest scoring bridge project will receive a 100% score).

## Land Use Coordination and Vibrant Communities (Max 138 points)

**Placemaking & Transit Oriented Development:** Does the project promote desired development, including development within existing communities, transit-oriented development, and/or support placemaking? (Max 52 points)

*This criterion assesses whether the project supports desired development, consistent with local plans, and supports “placemaking” within existing communities (which may be called “place-keeping”), as well as within growing communities.*

**100%** - Project has emerged from a planning process associated with a designated Transit Village, Transit Hub, Vibrant Places, or Planning for Emerging Centers and uses principles of transit friendly planning (i.e., complete streets, prioritizing active street fronts, wayfinding, curbside management, high-quality public spaces, and/or supports a mix of uses and housing types) OR Project supports goals to revitalize corridors or neighborhoods in economically distressed areas, defined as Federal Qualified Opportunity Zones (QOZ), NJ UEZA Urban Enterprise Zones (UEZ), or NJ Department of Community Affairs’ (DCA) Neighborhood Preservation Program Approved Neighborhoods (eligible Census tracts or approved Neighborhood Districts) (52)

**66%** - Project has emerged from a planning process that supports placemaking, transit friendly planning, and/or pedestrian-oriented design in other locations, including both existing and emerging communities elsewhere (34)

**0%** - Project does not support placemaking, transit friendly planning, and/or pedestrian-oriented design (0)

**Transit Access, Comfort, & Ridership Potential:** Will the project make transit more comfortable and accessible to people? (Max 47 points)

*This criterion assesses the extent to which the project is likely to increase transit ridership or improve comfort and access for existing riders.*

**100%** - Project includes transit priority, transit-supportive roads, or managed lanes in CMP-identified suitable locations for transit priority, transit-supportive roads, or managed lanes (47)

**75%** - Project includes first/last-mile improvements in CMP-identified suitable locations for implementation of first mile and last mile access to transit (35)

**50%** - Project supports transit access in other locations, and/or comfort, such as through inclusion of improved bus stops, bus stop seating, or lighting (24)

**0%** - Project does not support transit access, comfort, or ridership potential (0)

**Support for Active Transportation:** Does the project enhance the environment for walking or biking? (Max 39 points)

*This criterion assesses whether the project enhances opportunities for safe walking or biking.*

**75%** - Project reallocates road space from driving or parking to active modes or includes best practices such as separated bike lanes, sidepaths, shared use paths, protected intersections, or raised crosswalks (29)

**50%** - Project includes basic enhancements such as buffered or painted bike lanes, sharrows, painted crosswalks, sidewalks, driver feedback signs, or improved lighting (20)

**0%** - Project would not enhance environment for walking or biking (0)

**+25%** - Located in a CMP-identified strategy location, NJTPA's Regional Active Transportation Plan (RATP) Conceptual Network, or Complete Streets Technical Assistance Program Community (+10)

## Resilience and Environment (Max 118 points)

### **Public Safety & Security/Emergency Response:** Does the project enhance public safety or emergency response capabilities? (Max 49 points)

*This criterion assesses the degree to which the project enhances public safety or emergency response capabilities, which both enhances safety and resilience to threats.*

**100%** - The project directly enhances circulation or access to key public safety facilities and strengthens the function of designated evacuation routes (49)

**66%** - The project creates redundancy within existing emergency operations systems (i.e., additional/alternative network connectivity to public safety facilities or evacuation routes) (32)

**0%** - Project scope is not related to public safety circulation, evacuation, or security operations, and does not provide relevant benefits in these areas (0)

### **Infrastructure Resilience:** Will the project mitigate risks associated with the impacts of extreme weather? (Max 33 points)

*This criterion assesses the degree to which the project mitigates risks associated with the impacts of extreme weather (i.e., inland flooding, sea level rise).*

**75%** - Project is located in an area of short-term flood risk and mitigates that risk (25)

**50%** - Project is located in an area of medium-term flood risk and mitigates that risk (17)

**25%** - Project is located in an area of long-term flood risk and mitigates that risk (8)

**0%** - Project is not located in an area of flood risk or does not mitigate risks (0)

**+25%** - Project is aligned with/included in NJTPA Resilience Improvement Plan, NJ TRANSIT Sustainability Plan, Port Authority Climate Resilience Design Guidelines, a Resilient NJ resilience action plan, the mitigation strategy of the New Jersey State Hazard Mitigation Plan, or a relevant county hazard mitigation plan, whether or not the project is in a flood risk area (+8)

### **Stormwater Management & Land Stewardship:** Does the project improve stormwater management or land stewardship? (Max 19 points)

*This criterion assesses the degree to which the project improves stormwater management or land stewardship.*

**100%** - Project improves stormwater management in a NJDOT Drainage Management System problem area or Combined Sewer Overflow jurisdiction AND project improves land stewardship in an Environmentally Sensitive Area (19)

**66%** - Project improves stormwater management in a NJDOT Drainage Management System problem area or Combined Sewer Overflow jurisdiction OR improves land stewardship in an Environmentally Sensitive Area (13)

**33%** - Project improves stormwater management or land stewardship in another area (6)

**0%** - The project includes no improvements to stormwater management or land stewardship (0)

**Emissions Reduction:** Does the project reduce emissions of ozone precursors, particulate matter, or other emissions that trap heat in the atmosphere? (Max 17 points)

*This criterion assesses the degree to which the project reduces emissions of ozone precursors, particulate matter, or other emissions that trap heat in the atmosphere.*

**75%** - Projects with high potential to reduce emissions (e.g., transit-oriented development, dedicated bus lanes, ZEV charging/fueling infrastructure) (13)

**50%** - Projects with moderate potential to reduce emissions (e.g., road diets, bicycle/pedestrian facilities, transit signal priority) (9)

**25%** - Projects with minor potential to reduce emissions (e.g., carpool/vanpool support, signal coordination) (4)

**0%** - Projects that do not reduce emissions (e.g., road resurfacing, highway expansion, bridge removal) (0)

**+25%** - Projects that are located in Census Tracts with high levels of asthma and reduce emissions (+4)

## **System Coordination, Efficiency, & Reliability (Max 114 points)**

**Travel Time Reliability:** Does the project enhance reliability in areas with poor travel time reliability? (Max 32 points)

*This criterion assesses whether the project enhances reliability in areas with poor travel time reliability based on the existing condition in the project area.*

**100%** - Project would enhance reliability on a segment with AADT > 15,000 (32)

**75%** - Project would enhance reliability on a segment with AADT > 10,000 (24)

**50%** - Project would enhance reliability on a segment with AADT > 5,000 (16)

**25%** - Project would enhance reliability on a segment with AADT < 5,000 (8)

**0%** - Project would not enhance reliability (0)

**System Coordination & Operational Improvement:** Does the project include features that support active system coordination or operations? (Max 25 points)

*This criterion assesses whether the project includes technology to optimize existing capacity and enhance transportation system efficiency through active/dynamic system management and operations.*

**75%** - Project includes improvements to support active system management and optimize system performance, such as adaptive signal control, active traffic management, traffic signal coordination, dynamic lane assignment, accessible pedestrian signals, or multimodal traveler information, such as real-time park and ride monitoring and transit information (19)

**50%** - Project includes real-time roadway traveler information, such as variable message signs with traffic/travel speed/safety information (13)

**0%** - Project does not support active system coordination or operations (0)

**+25%** - Project aligns with the New Jersey Statewide ITS Architecture or relevant regional/local TSMO plan or study identifying operational need (+6)

**Connectivity:** Does the project enhance connections across modes or integration of services? (Max 22 points)

*This criterion assesses whether the project enhances connections across modes or supports the integration of services.*

**100%** - Project enhances connectivity to rail stations, bus stations, or park-and-ride facilities (e.g., road, bridge, bike/ped, or other infrastructure), improves intermodal connectors, or adds new park-and-ride facilities (22)

**66%** - Project adds new roadway intersections, crosswalks, or safe pedestrian/bicycle/multi-use path connections across roadways (15)

**0%** - Project does not enhance connectivity (0)

**Excessive Delay:** Does the project enhance the efficiency of travel by reducing congestion and excessive delay? (Max 22 points)

*This criterion assesses whether the project enhances the efficiency of travel by reducing traffic congestion, with a focus on reducing excessive delay.*

**100%** - Project is anticipated to reduce delay on a segment with TTI > 2 or improve intersections adjoining such segments (22)

**75%** - Project is anticipated to reduce delay on a segment with TTI > 1.5 or improve intersections adjoining such segments (17)

**50%** - Project is anticipated to reduce delay on a segment with TTI > 1 or improve intersections adjoining such segments (11)

**25%** - Project is anticipated to reduce delay on a segment or intersection without data (6)

**0%** - Project is not anticipated to reduce delay (0)

**Freight Reliability:** Will the project improve the reliability of freight movement? (Max 13 points)

*This criterion assesses whether the project improves freight reliability movement.*

**100%** - Project enhances reliability on a segment along CUFC/CRFC or NJ Access Network (13)

**66%** - Project enhances reliability on other segments with high truck volumes (>15% of AADT) (9)

**33%** - Project enhances reliability on other segments (4)

**0%** - Project does not enhance freight reliability (0)

## Economic Competitiveness (Max 78 points)

**Enhancing Goods Movement or Freight Access:** Will the project address freight bottlenecks or enhance access to freight facilities, airports, or seaports? (Max 31 points)

*This criterion assesses whether the project addresses freight bottlenecks or enhances access to freight facilities, airports, or seaports.*

**100%** - Project addresses congestion on a priority highway segment from NJDOT's Freight Management System (FMS) (31)

**66%** - Project enhances goods movement or freight access within 5 minutes of airports, ports, or warehousing/manufacturing centers (20)

**33%** - Project enhances goods movement or freight access within 15 minutes of airports, ports, or warehousing/manufacturing centers (10)

**0%** - Project does not enhance goods movement or freight access (0)

**Improving Access to Key Economic Drivers:** Will the project improve access to tourist/heritage sites or economic centers? (Max 24 points)

*This criterion assesses the degree to which the project improves access to tourist/heritage sites or economic centers by improving system capacity or operations.*

**100%** - Project improves access to areas with a high (first quintile of Census Tracts) business revenue OR tourist/heritage sites with annual attendance in excess of 3.5 million (Jersey Shore, Meadowlands Sports Complex, Manhattan) (24)

**66%** - Project improves access to areas with a medium-high (second quintile of Census Tracts) business revenue OR tourism/recreation sites with annual attendance between 1.8 million and 3.5 million (Great Adventure, Delaware Water Gap National Recreation Area, Liberty State Park, Downtown Newark including Downtown Newark Arena, PNC Bank Arts Center) (16)

**33%** - Project improves access to areas with a moderate (third quintile of Census Tracts) business revenue OR tourism/recreation sites with annual attendance above 600,000 but less than 1.8 million (Mountain Creek/Crystal Springs Resort Areas, Monmouth Park Race Track, Morris Canal, East Coast Greenway, Duke Farms) (8)

**0%** - Project does not meet these thresholds for improving access to key economic drivers (0)

**Redevelopment of Brownfields or Underutilized Areas:** Will the project support redevelopment of brownfields or underutilized industrial or commercial areas? (Max 23 points)

*This criterion assesses the degree to which the project supports the redevelopment of brownfields or underutilized industrial or commercial areas.*

**100%** - Supports the redevelopment of a brownfield located in a Smart Growth Area OR within 5 miles of intermodal facilities or non-abandoned rail (23)

**50%** - Supports the redevelopment of an underutilized area located in a Smart Growth Area OR within 5 miles of intermodal facilities or non-abandoned rail (12)

**0%** - Project does not support redevelopment of brownfields or underutilized industrial areas (0)

## Opportunities for All (Max 54 points)

### Addressing Transportation Barriers: Does the project alleviate barriers associated with transportation infrastructure? (Max 29 points)

*This criterion assesses the degree to which the project addresses physical and access barriers associated with transportation infrastructure, including infrastructure that may have been put in place decades or generations ago.*

**100%** - Project would significantly reduce physical barriers (e.g., cap/bridge/tunnel across limited-access facility or rail line; re-routing traffic around disadvantaged communities) (29)

**50%** - Project would moderately reduce physical barriers (e.g., sidewalks, crosswalks, curb ramps, pedestrian signals, bike lanes, lighting) caused by infrastructure or provide ADA improvements (15)

**25%** - Project would reduce burdens like noise and vibration through noise mitigation, vibration dampening, landscaping or aesthetic improvements (7)

**0%** - Project would not reduce barriers (0)

### Serving All Populations: Does the project provide benefits to over-burdened populations? (Max 25 points)

*This criterion assesses the degree to which the project provides benefits to communities with concentrations of over-burdened populations, including children, older adults, and people with disabilities, with low-income, with low educational attainment, and within zero-vehicle households, based on NJTPA's Demographic Analysis Tool.*

**100%** - Project provides benefits to community with a combined score of 16-20 based on Demographic Analysis Tool (25)

**66%** - Project provides benefits to community with a combined score of 11-15 based on Demographic Analysis Tool (17)

**33%** - Project provides benefits to community with a combined score of 6-10 based on Demographic Analysis Tool (8)

**0%** - Project provides benefits to community with a combined score below 6 based on Demographic Analysis Tool or project does not provide benefits to disadvantaged populations (0)

## State Highway & Bridge Projects (Max 1000 points)

### Safety (Max 280 points)

#### **Safety Need:** Is the project in a location with critical safety needs? (Max 121 points)

*This criterion evaluates the severity of safety conditions at the project location based on historical crash or incident data.*

**Continuous scale** based on percentile values of fatal and serious injury crash rates, calculated relative to the distribution of crash rates across the applicable State Highway network.

**0%** - Project does not address safety (0)

#### **Bicycle and Pedestrian Safety Need:** Does the project address a critical non-motorized safety issue? (Max 81 points)

*This criterion assesses the degree to which a project will improve bicycle and pedestrian safety at a high incident area or location.*

**Continuous scale** based on percentile values of bicycle and pedestrian crash rates, calculated relative to the distribution of crash rates across the applicable State Highway network.

**0%** - Project does not address non-motorized safety (0)

#### **Safety Features:** Does the project incorporate proven, or design-based safety improvements? (Max 78 points)

*This criterion supports the Safe System Approach by assigning points to projects that incorporate safety improvements or features regardless of the level of existing crashes. A project that incorporates multiple types of safety features would score based on the highest scoring element.*

**100%** - The project incorporates FHWA Proven Safety Countermeasures focused on vulnerable road users (e.g., road diets/reconfiguration, pedestrian refuge islands, enhanced lighting, crosswalk visibility enhancements, leading pedestrian interval, pedestrian hybrid beacons, bicycle lanes, walkways, rectangular rapid flashing beacons) or a pedestrian/bicycle bridge over a roadway to minimize conflict points (78)

**66%** - The project incorporates FHWA Proven Safety Countermeasures that are roadway departure, intersection, or vehicle speed focused measures without a pedestrian/bicyclist focus (e.g., median barriers, rumble strips, speed safety cameras, reduced left-turn conflict intersections, dedicated left- and right-turn lanes at intersections, roundabouts, variable speed limits) (51)

**33%** - The project incorporates other FHWA Proven Safety Countermeasures or other minor safety improvements or design features (e.g., pavement friction management) (26)

**0%** - Safety is not a focus of the project, or insufficient information is provided to assess whether any systemic or proven safety improvements are included (0)

## State of Good Repair (Max 218 points)

**Condition:** Will the project improve or replace infrastructure in poor condition? (Max 153 points)

*This criterion assesses the degree to which the project improves or replaces infrastructure in poor condition.*

For projects that replace or improve pavements:

**Continuous score** calculated by multiplying Final Pavement Rating (FRP) by VMT

If the project replaces or improves other infrastructure (e.g., retaining walls, bicycle/shared use path), select the higher of the score above or:

**100%** - Project replaces other infrastructure in poor condition (153)

**66%** - Project repairs other infrastructure in poor condition (101)

For projects that replace or improve bridges:

**Continuous score** multiplying condition, deck area, and at risk flags and normalized relative to the pool of projects (i.e., the highest scoring bridge project will receive a 100% score).

**Preventive Maintenance & Lifecycle Benefits:** Will the project reduce overall asset management lifecycle costs? (Max 65 points)

*This criterion assesses the degree to which the project reduces infrastructure lifecycle costs.*

For highway projects:

**Continuous score** based on benefit cost ratio of preventative maintenance, where the project benefit is the product of 0.9, the sum of 0.1 and the Final Pavement Rating (FRP) improvement, and a traffic factor.

For bridge projects:

**Continuous:** Deck area of bridge receiving a preventive maintenance treatment

**0%** - Project does not incorporate preventative maintenance practices or have known effects on reducing overall lifecycle costs (0)

## Land Use Coordination and Vibrant Communities (Max 138 points)

**Placemaking & Transit Oriented Development:** Does the project promote desired development, including development within existing communities, transit-oriented development, and/or support placemaking? (Max 52 points)

*This criterion assesses whether the project supports desired development, consistent with local plans, and supports “placemaking” within existing communities (which may be called “place-keeping”), as well as within growing communities.*

**100%** - Project has emerged from a planning process associated with a designated Transit Village , Transit Hub, Vibrant Places, or Planning for Emerging Centers and uses principles of transit friendly planning (i.e., complete streets, prioritizing active street fronts, wayfinding, curbside management, high-quality public spaces, and/or supports a mix of uses and housing types) OR Project supports goals to revitalize corridors or neighborhoods in economically distressed areas, defined as Federal Qualified Opportunity Zones (QOZ), NJ UEZA Urban Enterprise Zones (UEZ), or NJ Department of Community Affairs’ (DCA) Neighborhood Preservation Program Approved Neighborhoods (eligible Census tracts or approved Neighborhood Districts) (52)

**66%** - Project has emerged from a planning process that supports placemaking, transit friendly planning, and/or pedestrian-oriented design in other locations, including both existing and emerging communities elsewhere (34)

**0%** - Project does not support placemaking, transit friendly planning, and/or pedestrian-oriented design (0)

**Transit Access, Comfort, & Ridership Potential:** Will the project make transit more comfortable and accessible to people? (Max 47 points)

*This criterion assesses the extent to which the project is likely to increase transit ridership or improve comfort and access for existing riders.*

**100%** - Project includes transit priority, transit-supportive roads, or managed lanes in CMP-identified suitable locations for transit priority, transit-supportive roads, or managed lanes (47)

**75%** - Project includes first/last-mile improvements in CMP-identified suitable locations for implementation of first mile and last mile access to transit (35)

**50%** - Project supports transit access in other locations, and/or comfort, such as through inclusion of improved bus stops, bus stop seating, or lighting (24)

**0%** - Project does not support transit access, comfort, or ridership potential (0)

**Support for Active Transportation:** Does the project enhance the environment for walking or biking? (Max 39 points)

*This criterion assesses whether the project enhances opportunities for safe walking or biking.*

**75%** - Project reallocates road space from driving or parking to active modes or includes best practices such as separated bike lanes, sidepaths, shared use paths, protected intersections, or raised crosswalks (29)

**50%** - Project includes basic enhancements such as buffered or painted bike lanes, sharrows, painted crosswalks, sidewalks, driver feedback signs, or improved lighting (20)

**0%** - Project would not enhance environment for walking or biking (0)

**+25%** - Located in a CMP-identified strategy location, NJTPA's Regional Active Transportation Plan (RATP) Conceptual Network, or Complete Streets Technical Assistance Program Community (+10)

## Resilience and Environment (Max 118 points)

### Public Safety & Security/Emergency Response: Does the project enhance public safety or emergency response capabilities? (Max 49 points)

*This criterion assesses the degree to which the project enhances public safety or emergency response capabilities, which both enhances safety and resilience to threats.*

**100%** - The project directly enhances circulation or access to key public safety facilities and strengthens the function of designated evacuation routes (49)

**66%** - The project creates redundancy within existing emergency operations systems (i.e., additional/alternative network connectivity to public safety facilities or evacuation routes) (32)

**0%** - Project scope is not related to public safety circulation, evacuation, or security operations, and does not provide relevant benefits in these areas (0)

### Infrastructure Resilience: Will the project mitigate risks associated with the impacts of extreme weather? (Max 33 points)

*This criterion assesses the degree to which the project mitigates risks associated with the impacts of extreme weather (i.e., inland flooding, sea level rise).*

**75%** - Project is located in an area of short-term flood risk and mitigates that risk (25)

**50%** - Project is located in an area of medium-term flood risk and mitigates that risk (17)

**25%** - Project is located in an area of long-term flood risk and mitigates that risk (8)

**0%** - Project is not located in an area of flood risk or does not mitigate risks (0)

**+25%** - Project is aligned with/included in NJTPA Resilience Improvement Plan, NJ TRANSIT Sustainability Plan, Port Authority Climate Resilience Design Guidelines, a Resilient NJ resilience action plan, the mitigation strategy of the New Jersey State Hazard Mitigation Plan, or a relevant county hazard mitigation plan, whether or not the project is in a flood risk area (+8)

### Stormwater Management & Land Stewardship: Does the project improve stormwater management or land stewardship? (Max 19 points)

*This criterion assesses the degree to which the project improves stormwater management or land stewardship.*

**100%** - Project improves stormwater management in a NJDOT Drainage Management System problem area or Combined Sewer Overflow jurisdiction AND project improves land stewardship in an Environmentally Sensitive Area (19)

**66%** - Project improves stormwater management in a NJDOT Drainage Management System problem area or Combined Sewer Overflow jurisdiction OR improves land stewardship in an Environmentally Sensitive Area (13)

**33%** - Project improves stormwater management or land stewardship in another area (6)

**0%** - The project includes no improvements to stormwater management or land stewardship (0)

**Emissions Reduction:** Does the project reduce emissions of ozone precursors, particulate matter, or other emissions that trap heat in the atmosphere? (Max 17 points)

*This criterion assesses the degree to which the project reduces emissions of ozone precursors, particulate matter, or other emissions that trap heat in the atmosphere.*

**75%** - Projects with high potential to reduce emissions (e.g., transit-oriented development, dedicated bus lanes, ZEV charging/fueling infrastructure) (13)

**50%** - Projects with moderate potential to reduce emissions (e.g., road diets, bicycle/pedestrian facilities, transit signal priority) (9)

**25%** - Projects with minor potential to reduce emissions (e.g., carpool/vanpool support, signal coordination) (4)

**0%** - Projects that do not reduce emissions (e.g., road resurfacing, highway expansion, bridge removal) (0)

**+25%** - Projects that are located in Census Tracts with high levels of asthma and reduce emissions (+4)

## **System Coordination, Efficiency, & Reliability (Max 114 points)**

**Travel Time Reliability:** Does the project enhance reliability in areas with poor travel time reliability? (Max 32 points)

*This criterion assesses whether the project enhances reliability in areas with poor travel time reliability based on the existing condition in the project area.*

**100%** - Project would enhance reliability on a segment with LOTTR > 2.0 and AADT > 50,000 (32)

**75%** - Project would enhance reliability on a segment with LOTTR > 2.0 and AADT < 50,000 OR LOTTR > 1.75 and AADT > 50,000 (24)

**50%** - Project would enhance reliability on a segment with LOTTR > 1.75 and AADT < 50,000 OR LOTTR > 1.5 and AADT > 50,000 (16)

**25%** - Project would enhance reliability on a segment with LOTTR > 1.5 and AADT < 50,000 (8)

**0%** - Project would not enhance reliability in areas with poor travel time reliability (0)

**System Coordination & Operational Improvement:** Does the project include features that support active system coordination or operations? (Max 25 points)

*This criterion assesses whether the project includes technology to optimize existing capacity and enhance transportation system efficiency through active/dynamic system management and operations.*

**75%** - Project includes improvements to support active system management and optimize system performance, such as adaptive signal control, active traffic management, integrated corridor management, traffic signal coordination, ramp metering, dynamic lane assignments, or multimodal traveler information, such as real-time park and ride monitoring and transit information (19)

**50%** - Project includes real-time roadway traveler information such as variable message signs with traffic/travel speed/safety information (13)

**0%** - Project does not support active system coordination or operations (0)

**+25%** - Project aligns with the New Jersey Statewide ITS Architecture or relevant regional/local TSMO plan or study identifying operational need (+6)

**Connectivity:** Does the project enhance connections across modes or integration of services? (Max 22 points)

*This criterion assesses whether the project enhances connections across modes or supports the integration of services.*

**100%** - Project enhances connectivity to rail stations, bus stations, or park-and-ride facilities (e.g., road, bridge, bike/ped, or other infrastructure), improves intermodal connectors, or adds new park-and-ride facilities (22)

**66%** - Project adds new roadway intersections, crosswalks, or safe pedestrian/bicycle/multi-use path connections across roadways (15)

**0%** - Project does not enhance connectivity (0)

**Excessive Delay:** Does the project enhance the efficiency of travel by reducing congestion and excessive delay? (Max 22 points)

*This criterion assesses whether the project enhances the efficiency of travel by reducing traffic congestion, with a focus on reducing excessive delay.*

**100%** - Project is anticipated to reduce delay on a segment with TTI > 2 or improve intersections adjoining such segments (22)

**75%** - Project is anticipated to reduce delay on a segment with TTI > 1.5 or improve intersections adjoining such segments (17)

**50%** - Project is anticipated to reduce delay on a segment with TTI > 1 or improve intersections adjoining such segments (11)

**25%** - Project is anticipated to reduce delay on a segment or intersection without data (6)

**0%** - Project is not anticipated to reduce delay (0)

**Freight Reliability:** Will the project improve the reliability of freight movement? (Max 13 points)

*This criterion assesses whether the project improves freight reliability movement.*

**100%** - LOTTR > 2.0 along PHFS/CUFC/CRFC or NJ Access Network (13)

**66%** - LOTTR > 1.75 along PHFS/CUFC/CRFC or NJ Access Network (9)

**33%** - LOTTR > 1.5 along PHFS/CUFC/CRFC or NJ Access Network (4)

**0%** - Project does not enhance freight reliability (0)

## Economic Competitiveness (Max 78 points)

**Enhancing Goods Movement or Freight Access:** Will the project address freight bottlenecks or enhance access to freight facilities, airports, or seaports? (Max 31 points)

*This criterion assesses whether the project addresses freight bottlenecks or enhances access to freight facilities, airports, or seaports.*

**100%** - Project addresses congestion on a priority highway segment from NJDOT's Freight Management System (FMS) (31)

**66%** - Project enhances goods movement or freight access within 5 minutes of airports, ports, or warehousing/manufacturing centers (20)

**33%** - Project enhances goods movement or freight access within 15 minutes of airports, ports, or warehousing/manufacturing centers (10)

**0%** - Project does not enhance goods movement or freight access (0)

**Improving Access to Key Economic Drivers:** Will the project improve access to tourist/heritage sites or economic centers? (Max 24 points)

*This criterion assesses the degree to which the project improves access to tourist/heritage sites or economic centers by improving system capacity or operations.*

**100%** - Project improves access to areas with a high (first quintile of Census Tracts) business revenue OR tourist/heritage sites with annual attendance in excess of 3.5 million (Jersey Shore, Meadowlands Sports Complex, Manhattan) (24)

**66%** - Project improves access to areas with a medium-high (second quintile of Census Tracts) business revenue OR tourism/recreation sites with annual attendance between 1.8 million and 3.5 million (Great Adventure, Delaware Water Gap National Recreation Area, Liberty State Park, Downtown Newark including Downtown Newark Arena, PNC Bank Arts Center) (16)

**33%** - Project improves access to areas with a moderate (third quintile of Census Tracts) business revenue OR tourism/recreation sites with annual attendance above 600,000 but less than 1.8 million (Mountain Creek/Crystal Springs Resort Areas, Monmouth Park Race Track, Morris Canal, East Coast Greenway, Duke Farms) (8)

**0%** - Project does not meet these thresholds for improving access to key economic drivers (0)

**Redevelopment of Brownfields or Underutilized Areas:** Will the project support redevelopment of brownfields or underutilized industrial or commercial areas? (Max 23 points)

*This criterion assesses the degree to which the project supports the redevelopment of brownfields or underutilized industrial or commercial areas.*

**100%** - Supports the redevelopment of a brownfield located in a Smart Growth Area OR within 5 miles of intermodal facilities or non-abandoned rail (23)

**50%** - Supports the redevelopment of an underutilized area located in a Smart Growth Area OR within 5 miles of intermodal facilities or non-abandoned rail (12)

**0%** - Project does not support redevelopment of brownfields or underutilized industrial areas (0)

## Opportunities for All (Max 54 points)

### Addressing Transportation Barriers: Does the project alleviate barriers associated with transportation infrastructure? (Max 29 points)

*This criterion assesses the degree to which the project addresses physical and access barriers associated with transportation infrastructure, including infrastructure that may have been put in place decades or generations ago.*

**100%** - Project would significantly reduce physical barriers (e.g., cap/bridge/tunnel across limited-access facility or rail line; re-routing traffic around disadvantaged communities) (29)

**50%** - Project would moderately reduce physical barriers (e.g., sidewalks, crosswalks, curb ramps, pedestrian signals, bike lanes, lighting) caused by infrastructure or provide ADA improvements (15)

**25%** - Project would reduce burdens like noise and vibration through noise mitigation, vibration dampening, landscaping or aesthetic improvements (7)

**0%** - Project would not reduce barriers (0)

### Serving All Populations: Does the project provide benefits to over-burdened populations? (Max 25 points)

*This criterion assesses the degree to which the project provides benefits to communities with concentrations of over-burdened populations, including children, older adults, and people with disabilities, with low-income, with low educational attainment, and within zero-vehicle households, based on NJTPA's Demographic Analysis Tool.*

**100%** - Project provides benefits to community with a combined score of 16-20 based on Demographic Analysis Tool (25)

**66%** - Project provides benefits to community with a combined score of 11-15 based on Demographic Analysis Tool (17)

**33%** - Project provides benefits to community with a combined score of 6-10 based on Demographic Analysis Tool (8)

**0%** - Project provides benefits to community with a combined score below 6 based on Demographic Analysis Tool or project does not provide benefits to disadvantaged populations (0)

## Transit Projects (Max 1000 points)

### Safety (Max 280 points)

**Safety Features:** Does the project incorporate proven, or design-based safety improvements? (Max 118 points)

*This criterion supports the Safe System Approach by assigning points to projects that incorporate safety improvements or features regardless of the level of existing crashes.*

**100%** - Project incorporates rail or bus safety improvements to minimize user conflicts, such as track signal upgrades and/or incorporates clear separation of modes (e.g., designated pedestrian paths, bike lanes, protected waiting areas away from travel lanes) (118)

**66%** - Project includes other pedestrian improvements e.g., high visibility crosswalks, curb extensions, refuge islands, accessible pedestrian signals, widened sidewalks) and/or other supportive efforts to address pedestrian and/or rider safety (78)

**0%** - Project scope does not incorporate new or enhanced safety features or insufficient information is provided (0)

Note: A project that incorporates multiple types of safety features would score based on the highest scoring element.

**Safety Need:** Is the project in a location with critical safety needs? (Max 81 points)

*This criterion evaluates the severity of safety conditions at the project location based on historical data and safety and security events.*

**Continuous scale** using number of major safety and security events as reported by NJ Transit, for projects that address transit safety

**0%** - Project does not address safety (0)

**Bicycle and Pedestrian Safety Need:** Does the project address a critical non-motorized safety issue? (Max 81 points)

*This criterion assesses the degree to which a project will improve bicycle and pedestrian safety at a high incident area or location.*

**Continuous scale** using bicycle and pedestrian crash rates within 1-mile buffer, for projects that address bike/ped safety

**0%** - Project does not address non-motorized safety (0)

## State of Good Repair (Max 218 points)

**Condition:** Will the project improve or replace infrastructure in poor condition?  
(Max 218 points)

*This criterion assesses the degree to which the project improves or replaces infrastructure in poor condition.*

**100%** - Directly replaces deteriorated, obsolete, or storm-damaged infrastructure essential to system reliability (218)

**75%** - Reconstructs or rehabilitates infrastructure in documented poor condition (e.g., deficient stations, platforms, or bridges) (164)

**50%** - Upgrades infrastructure with signs of aging or partial deficiencies but not at poor condition (109)

**0%** - Project does not improve or replace infrastructure (0)

## Land Use Coordination and Vibrant Communities (Max 138 points)

**Placemaking & Transit Oriented Development:** Does the project promote desired development, including development within existing communities, transit-oriented development, and/or support placemaking? (Max 52 points)

*This criterion assesses whether the project supports desired development, consistent with local plans, and supports “placemaking” within existing communities (which may be called “place-keeping”), as well as within growing communities.*

**100%** - Project has emerged from a planning process associated with a designated Transit Village, Transit Hub, Vibrant Places, or Planning for Emerging Centers and uses principles of transit friendly planning (i.e., complete streets, prioritizing active street fronts, wayfinding, curbside management, high-quality public spaces, and/or supports a mix of uses and housing types) OR Project supports goals to revitalize corridors or neighborhoods in economically distressed areas, defined as Federal Qualified Opportunity Zones (QOZ), NJ UEZA Urban Enterprise Zones (UEZ), or NJ Department of Community Affairs' (DCA) Neighborhood Preservation Program Approved Neighborhoods (eligible Census tracts or approved Neighborhood Districts) (52)

**66%** - Project has emerged from a planning process that supports placemaking, transit friendly planning, and/or pedestrian-oriented design in other locations, including both existing and emerging communities elsewhere (34)

**0%** - Project does not support placemaking, transit friendly planning, and/or pedestrian-oriented design (0)

**Transit Access, Comfort, & Ridership Potential:** Will the project make transit more comfortable and accessible to people? (Max 47 points)

*This criterion assesses the extent to which the project is likely to increase transit ridership or improve comfort and access for existing riders.*

**100%** - Project supports Trans-Hudson transit capacity, expands or enhances transit service in CMP-identified suitable locations to expand/enhance transit service or transit operations, OR includes bus rapid transit (BRT) or other transit priority in CMP-identified suitable locations for transit priority, transit-supportive roads, or managed lanes (47)

**75%** - Project expands or enhances transit service or transit operations in other areas (35)

**50%** - Project supports transit comfort, such as through improvements to seating, lighting, or HVAC at train stations, bus stops, or rolling stock (24)

**0%** - Project does not support transit access, comfort, or ridership potential (0)

**Support for Active Transportation:** Does the project enhance the environment for walking or biking? (Max 39 points)

*This criterion assesses whether the project enhances opportunities for safe walking or biking.*

**75%** - Project enhances bicycle/pedestrian infrastructure at transit stations/stops including sidewalks, crosswalks, lighting, or ADA improvements (29)

**50%** - Project provides supporting facilities for biking (e.g., bike racks on buses or trains, secure bike parking at stations, bikeshare facilities at stations) (20)

**0%** - Project would not enhance environment for walking or biking (0)

**+25%** - Located in a CMP-identified strategy location, NJTPA's Regional Active Transportation Plan (RATP) Conceptual Network, or Complete Streets Technical Assistance Program Community (+10)

## Resilience and Environment (Max 118 points)

### Public Safety & Security/Emergency Response: Does the project enhance public safety or emergency response capabilities? (Max 49 points)

*This criterion assesses the degree to which the project enhances public safety or emergency response capabilities, which both enhances safety and resilience to threats.*

**100%** - Project incorporates features that directly enhance public safety of riders and/or transit workers. May include operator safety barriers, lighting improvements, secure waiting zones, or surveillance. Security elements are well-defined and intentional (49)

**66%** - Project includes at least one clearly defined security feature including those that support public or employee safety, but scope is limited or secondary to other objectives. Examples: improved lighting, passive surveillance, minor upgrades to bus shelters or stations and sightlines (32)

**0%** - Project does not include features related to rider or employee security, or security is not relevant to the project scope (0)

### Infrastructure Resilience: Will the project mitigate risks associated with the impacts of extreme weather? (Max 33 points)

*This criterion assesses the degree to which the project mitigates risks associated with the impacts of extreme weather (i.e., inland flooding, sea level rise).*

**75%** - Project is located in an area of flood risk and elevates or relocates stations, tracks, or other critical infrastructure (25)

**50%** - Project is located in an area of flood risk and protects critical infrastructure (e.g., floodwalls or deployable measures) (17)

**25%** - Project that is located in an area of flood risk and accommodates flooding (e.g., wet floodproofing, pumping) (8)

**0%** - Project is not located in an area of flood risk or does not mitigate risks (0)

**+25%** - Project is aligned with/included in NJTPA Resilience Improvement Plan, NJ TRANSIT Sustainability Plan, Port Authority Climate Resilience Design Guidelines, a Resilient NJ resilience action plan, the mitigation strategy of the New Jersey State Hazard Mitigation Plan, or a relevant county hazard mitigation plan, whether or not the project is in a flood risk area (+8)

### Stormwater Management & Land Stewardship: Does the project improve stormwater management or land stewardship? (Max 19 points)

*This criterion assesses the degree to which the project improves stormwater management or land stewardship.*

**100%** - Project improves stormwater management in a NJDOT Drainage Management System problem area or Combined Sewer Overflow jurisdiction AND project improves land stewardship in an Environmentally Sensitive Area (19)

**66%** - Project improves stormwater management in a NJDOT Drainage Management System problem area or Combined Sewer Overflow jurisdiction OR improves land stewardship in an Environmentally Sensitive Area (13)

**33%** - Project improves stormwater management or land stewardship in another area (6)

**0%** - The project includes no improvements to stormwater management or land stewardship (0)

**Emissions Reduction:** Does the project reduce emissions of ozone precursors, particulate matter, or other emissions that trap heat in the atmosphere? (Max 17 points)

*This criterion assesses the degree to which the project reduces emissions of ozone precursors, particulate matter, or other emissions that trap heat in the atmosphere.*

**75%** - Projects with high potential to reduce emissions (e.g., rail or bus service expansion) (13)

**50%** - Projects with moderate potential to reduce emissions (e.g., revenue vehicle electrification) (9)

**25%** - Projects with minor potential to reduce emissions (e.g., non-revenue vehicle electrification, bus shelters, and station accessibility improvements) (4)

**0%** - Projects that do not reduce emissions (e.g., service reductions or eliminations) (0)

**+25%** - Projects that are located in Census Tracts with high levels of asthma and reduce emissions (+4)

## **System Coordination, Efficiency, & Reliability (Max 114 points)**

**Travel Time Reliability:** Does the project enhance reliability in areas with poor travel time reliability? (Max 35 points)

*This criterion assesses whether the project enhances reliability in areas with poor transit travel time reliability based on the existing condition in the project area.*

**100%** - Project would enhance reliability (e.g., through transit lanes/BRT, transit signal priority, track improvements) on route with on-time performance (OTP) < 85% for rail or 50% for bus (35)

**75%** - Project would enhance reliability on route with OTP < 90% for rail or 60% for bus (26)

**50%** - Project would enhance reliability on route with OTP < 95% for rail or 70% for bus (18)

**25%** - Project would improve reliability along corridor but not at a location of poor OTP or no data (9)

**0%** - Project would not enhance transit reliability (0)

**System Coordination & Operational Improvement:** Does the project include features that support active system coordination or operations? (Max 28 points)

*This criterion assesses whether the project includes technology to optimize existing capacity and enhance transportation system efficiency through active/dynamic system management and operations.*

**75%** - Project includes improvements to support active system management and optimize system performance, such as signal modernization and transit signal priority (21)

**50%** - Project includes real time transit traveler information (14)

**0%** - Project does not support active system coordination or operations (0)

**+25%** - Project aligns with the New Jersey Statewide ITS Architecture or relevant regional/local TSMO plan or study identifying operational need (+7)

**Connectivity:** Does the project enhance connections across modes or integration of services? (Max 24 points)

*This criterion assesses whether the project enhances connections across modes or supports the integration of services.*

**100%** - Project fills a gap between two different transit services or routes OR converts an indirect to a direct transfer between transit routes/modes (24)

**66%** - Project improves an existing transfer between transit routes or modes (e.g., station improvement, frequency improvement) or adds first-mile last-mile connections to transit (e.g., pedestrian or bicycle paths) (16)

**33%** - Project facilitates multimodal travel (e.g., bike racks on buses or trains, secure bike parking at stations, bikeshare facilities at stations) (8)

**0%** - Project does not enhance connectivity (0)

**Excessive Delay:** Does the project enhance the efficiency of travel by reducing congestion and excessive delay? (Max 24 points)

*This criterion assesses whether the project enhances the efficiency of travel by reducing traffic congestion, with a focus on reducing excessive delay.*

**100%** - Project is anticipated to reduce delay on a segment with TTI > 2 or improve intersections adjoining such segments (24)

**75%** - Project is anticipated to reduce delay on a segment with TTI > 1.5 or improve intersections adjoining such segments (18)

**50%** - Project is anticipated to reduce delay on a segment with TTI > 1 or improve intersections adjoining such segments (12)

**25%** - Project is anticipated to reduce delay on a segment or intersection without data (6)

**0%** - Project is not anticipated to reduce delay (0)

**Freight Reliability:** Will the project improve the reliability of freight movement? (Max 3 points)

*This criterion assesses whether the project improves the reliability of freight movement.*

**100%** - Project is along a rail corridor and enhances operations for freight rail (e.g., bridge replacement, improved track) (3)

**33%** - Project is along a truck-heavy corridor and results in reduced vehicle traffic (1)

**0%** - Project does not enhance freight reliability (0)

## Economic Competitiveness (Max 78 points)

### Improving Access to Key Economic Drivers: Will the project improve access to tourist/heritage sites or economic centers? (Max 37 points)

*This criterion assesses the degree to which the project improves access to tourist/heritage sites or economic centers by improving system capacity or operations.*

**100%** - Project improves access to areas with a high (first quintile of Census Tracts) business revenue OR tourist/heritage sites with annual attendance in excess of 3.5 million (Jersey Shore, Meadowlands Sports Complex, Manhattan) (37)

**66%** - Project improves access to areas with a medium-high (second quintile of Census Tracts) business revenue OR tourism/recreation sites with annual attendance between 1.8 million and 3.5 million (Great Adventure, Delaware Water Gap National Recreation Area, Liberty State Park, Downtown Newark including Downtown Newark Arena, PNC Bank Arts Center) (24)

**33%** - Project improves access to areas with a moderate (third quintile of Census Tracts) business revenue OR tourism/recreation sites with annual attendance above 600,000 but less than 1.8 million (Mountain Creek/Crystal Springs Resort Areas, Monmouth Park Race Track, Morris Canal, East Coast Greenway, Duke Farms) (12)

**0%** - Project does not meet these thresholds for improving access to key economic drivers (0)

### Redevelopment of Brownfields or Underutilized Areas: Will the project support redevelopment of brownfields or underutilized industrial or commercial areas? (Max 34 points)

*This criterion assesses the degree to which the project supports the redevelopment of brownfields or underutilized industrial or commercial areas.*

**100%** - Supports the redevelopment of a brownfield located in a Smart Growth Area OR within 5 miles of intermodal facilities or non-abandoned rail (34)

**50%** - Supports the redevelopment of an underutilized area located in a Smart Growth Area OR within 5 miles of intermodal facilities or non-abandoned rail (17)

**0%** - Project does not support redevelopment of brownfields or underutilized industrial areas (0)

### Enhancing Goods Movement or Freight Access: Will the project address freight bottlenecks or enhance access to freight facilities, airports, or seaports? (Max 8 points)

*This criterion assesses whether the project addresses freight bottlenecks or enhances access to freight facilities, airports, or seaports.*

**100%** - Rail project supports mode shifts from truck to rail, OR project removes height or weight restrictions that impede the use of national standard rail freight cars on NJTPA-identified Freight Rail Industrial Opportunity (FRIO) corridors (8)

**66%** - Project removes height or weight restrictions that impede the use of national standard rail freight cars on other corridors (5)

**33%** - Project enhances transit lines that provide direct worker access to freight facilities, airports, seaports, or manufacturing centers (3)

**0%** - Project does not enhance goods movement or freight access (0)

## Opportunities for All (Max 54 points)

### **Addressing Transportation Barriers:** Does the project alleviate barriers associated with transportation infrastructure? (Max 29 points)

*This criterion assesses the degree to which the project addresses physical and access barriers associated with transportation infrastructure, including infrastructure that may have been put in place decades or generations ago.*

**100%** - Project would significantly reduce physical barriers (e.g., cap/bridge/tunnel across limited-access facility or rail line; re-routing traffic around disadvantaged communities) (29)

**50%** - Project would moderately reduce physical barriers (e.g., sidewalks, crosswalks, curb ramps, pedestrian signals, bike lanes, lighting) caused by infrastructure or provide ADA improvements (15)

**25%** - Project would reduce burdens like noise and vibration through noise mitigation, vibration dampening, landscaping or aesthetic improvements (7)

**0%** - Project would not reduce barriers (0)

### **Serving All Populations:** Does the project provide benefits to over-burdened populations? (Max 25 points)

*This criterion assesses the degree to which the project provides benefits to communities with concentrations of over-burdened populations, including children, older adults, and people with disabilities, with low-income, with low educational attainment, and within zero-vehicle households, based on NJTPA's Demographic Analysis Tool.*

**100%** - Project provides benefits to CMP-identified areas with transit commute times exceeding 60 minutes, where there is a significant disparity between the locations of low-income workers and low-wage job opportunities (25)

**66%** - Project provides benefits to community with a combined score of 14 -20 based on Demographic Analysis Tool (17)

**33%** - Project provides benefits to community with a combined score of 7-13 based on Demographic Analysis Tool (8)

**0%** - Project provides benefits to community with a combined score 6 or lower based on Demographic Analysis Tool or project does not provide benefits to disadvantaged populations (0)



**DRAFT RESOLUTION: MINOR AMENDMENTS TO THE FY 2026-2029  
TRANSPORTATION IMPROVEMENT PROGRAM TO ADD  
FEDERAL FUNDS TO ONE PROGRAM AND TWO  
PROJECTS**

**WHEREAS**, the North Jersey Transportation Planning Authority, Inc. (NJTPA) has been designated by the Governor of New Jersey as the Metropolitan Planning Organization (MPO) for the northern New Jersey region; and

**WHEREAS**, the NJTPA adopted the FY 2026-2029 Transportation Improvement Program (TIP) on September 8, 2025; and

**WHEREAS**, the NJTPA has approved a Memorandum of Understanding (MOU) among the NJTPA, the New Jersey Department of Transportation (NJDOT), and NJ TRANSIT on procedures to amend and modify the State Transportation Improvement Program and the NJTPA TIP; and

**WHEREAS**, the TIP may be revised any time; and

**WHEREAS**, according to the MOU when a project is added or funds are added above the specified threshold and a new air quality conformity determination is not required, this constitutes a minor amendment; and

**WHEREAS**, the NJDOT has requested minor amendments to the FY 2026-2029 TIP to add federal funds to the Planning, Federal Aid program (DBNUM X30); Route 1, Northbound Bridge over Raritan River project (DBNUM 15303); and Route 23, Route 80 and Route 46 Interchange project (DBNUM 9233B6); and

**WHEREAS**, fiscal constraint is maintained by adding federal funds available from unobligated balances and the Bridge Formula Program; and

**WHEREAS**, these minor amendments are exempt from an air quality conformity analysis as per the Transportation Conformity Rule (40 CFR 93.126 and 93.127) and do not impact the current conformity determination; and

**WHEREAS**, Congestion Management Process requirements do not apply to these actions; and

**WHEREAS**, the FY 2026- 2029 TIP conforms to federal performance-based planning requirements; and

**WHEREAS**, consistent with NJTPA public participation procedures, the NJTPA has provided opportunities for review of these actions; and

**WHEREAS**, no action authorized by the NJTPA shall have force or effect until 10 days, Saturdays, Sundays and public holidays excepted, after a copy of the minutes of the meeting of the Board of Trustees has been delivered to the Governor for review, unless prior to expiration of the

review period the Governor shall approve same, in which case the action shall become effective upon such approval.

**NOW, THEREFORE, BE IT RESOLVED**, that the North Jersey Transportation Planning Authority hereby approves the specified minor amendments to the FY 2026-2029 Transportation Improvement Program.

**BE IT FURTHER RESOLVED** that a copy of this resolution is forwarded to the NJDOT for submission to the Federal Highway Administration.

## Summary of Action

### Minor Amendments to the FY 2026-2029 Transportation Improvement Program to Add Federal Funds to One Program and Two Projects

**Action:** Approval of a request from the NJDOT to amend the FY 2026-2029 Transportation Improvement Program (TIP) by adding federal funds to one program and two projects, as detailed below.

**Minor Amendments:**

- **Planning, Federal-Aid, Statewide – DBNUM X30**  
This request is to add \$19.300 million of State Planning & Research (SPR) funds for Planning Studies (PLS) in Federal Fiscal Year (FFY) 2026, increasing the total to \$39.300 million. This increase is necessary to provide \$15 million in support for the Year 2 authorization of the CY 2025-2026 SPR/Management Systems Work Program and \$4.300 million for the Year 2 authorization of the FHWA SPR Program.
- **Route 1, NB Bridge over Raritan River, Middlesex County – DBNUM 15303**  
This request is to add \$ 27 million of Bridge Formula Program funding for Construction (CON) in FFY 2026, increasing the total to \$175 million. This action is necessary to cover a cost estimate increase due to inflation as well as provide support for concrete inspection services for the repair of arch ribs and piers, and two full-time engineers on site during the repair phases of the substructure. The repair work will take place in two stages and last approximately two years total.
- **Route 23, Route 80 and Route 46 Interchange, Passaic County – DBNUM 9233B6**  
This request is to add \$47.480 million in Surface Transportation Block Grant Program-Flexible (STBGP-FLEX) funds for CON in FFY 2026, increasing the total to \$131.680 million. This increase is necessary to cover the costs indicated in the financial plan, including the replacement of parapets and decking on the Route 80 eastbound bridge over the Passaic River, upgrades to the barriers along Ramp CD, and unit price adjustments.

**Background:** According to the TIP Memorandum of Understanding, when a project is added or funds are added above the specified threshold and a new air quality conformity determination is not required, this constitutes a minor amendment, and action is required by the NJTPA Project Prioritization Committee and the NJTPA Board of Trustees. These TIP revisions fall within the MOU guidelines to be approved as minor amendments.

The requested revisions have been reviewed by Central Staff and the Counties of Middlesex and Passaic. The program and projects are exempt from an air quality conformity determination and do not impact the current conformity determination. Fiscal constraint is maintained for these changes through funds available from unobligated balances and the Bridge Formula Program. Additional information is provided in the attached documents.

**Justification for Action:** Approval of these minor amendments to the FY 2026-2029 TIP will allow the funds to be programmed and the referenced program and projects to advance.

**Staff Recommendation:** Central Staff recommends approval of this action.

# NJTPA TIP FY 2026 - 2029 Revision Package ID # 26003

## Planning, Federal-Aid

Funding from this program will enable NJDOT to continue to address planning in a comprehensive program of studies and proposal development in order to maximize the use of financial resources and staff. Activities will include data collection, inter-governmental planning coordination, planning work in support of the management systems, and Local Technical Assistance Program.

**DBNUM:** X30      **AQ Code:** O10c (Exempt)      **Est. Total Project Cost:** \$310.610 (Million)      **Sponsor:** NJDOT  
**Routes:**              **Mileposts:** N/A              **RCIS:**              Program Management  
**County:** Various              **Municipality:** Various

### Requested TIP Revision

#### *Action Taken*

This request is to add \$19.300 million of State Planning & Research (SPR) funds for Planning Studies (PLS) in Federal Fiscal Year (FFY) 2026, increasing the total to \$39.300 million.

#### *Reason for Change*

This increase is necessary to provide \$15 million in support for the Year 2 authorization of the CY 2025-2026 SPR/Management Systems Work Program and \$4.300 million for the Year 2 authorization of the FHWA SPR Program.

#### *Fiscal Constraint*

Fiscal constraint is maintained through federal funds available from prior year unobligated balances.

#### *Current TIP*

MPO	PHASE	FUND	Constrained TIP				Total	Unconstrained 2030-2035
			2026	2027	2028	2029		
Statewide	PLS	LTAP	0.021	0.021	0.021	0.021	<b>0.084</b>	0.126
Statewide	PLS	PFP	2.398				<b>2.398</b>	
Statewide	PLS	SPR	20.000	20.000	20.000	20.000	<b>80.000</b>	120.000
Statewide	PLS	STBGP-FLEX	12.000	12.000	12.000	12.000	<b>48.000</b>	62.400
<b>TOTAL (\$ million)</b>			34.419	32.021	32.021	32.021	<b>130.482</b>	182.526

#### *Pending TIP*

MPO	PHASE	FUND	Constrained TIP				Total	Unconstrained 2030-2035
			2026	2027	2028	2029		
Statewide	PLS	LTAP	0.021	0.021	0.021	0.021	<b>0.084</b>	0.126
Statewide	PLS	PFP	2.398				<b>2.398</b>	
Statewide	PLS	SPR	39.300	20.000	20.000	20.000	<b>99.300</b>	120.000
Statewide	PLS	STBGP-FLEX	12.000	12.000	12.000	12.000	<b>48.000</b>	62.400
<b>TOTAL (\$ million)</b>			53.719	32.021	32.021	32.021	<b>149.782</b>	182.526

# NJTPA TIP FY 2026 - 2029 Revision Package ID # 26003

## Route 1, NB Bridge over Raritan River

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

**DBNUM:** 15303    **AQ Code:** S19 (Exempt)    **Est. Total Project Cost:** \$149.500 (Million)    **Sponsor:** *NJDOT*  
**Routes:** 1    **Mileposts:** 27.36 - 28.48    **RCIS:** Bridge Preservation  
**County:** Middlesex    **Municipality:** Edison Twp New Brunswick City

### Requested TIP Revision

**Action Taken**

This request is to add \$27 million of Bridge Formula Program (BFP) funding for Construction (CON) in FFY 2026, increasing the total to \$175 million.

**Reason for Change**

This action is necessary to cover a cost estimate increase due to inflation as well as provide support for concrete inspection services for the repair of arch ribs and piers, and two full time engineers on site during the repair phases of the substructure. The repair work will take place in two stages and last approximately two years total.

**Fiscal Constraint**

Fiscal constraint is maintained through federal funds available from the Bridge Formula Program.

**Current TIP**

MPO	PHASE	FUND	Constrained TIP				Total	Unconstrained 2030-2035
			2026	2027	2028	2029		
NJTPA	CON	BFP	148.000				148.000	
<b>TOTAL (\$ million)</b>			148.000				148.000	

**Pending TIP**

MPO	PHASE	FUND	Constrained TIP				Total	Unconstrained 2030-2035
			2026	2027	2028	2029		
NJTPA	CON	BFP	175.000				175.000	
<b>TOTAL (\$ million)</b>			175.000				175.000	





## **ROUTE 23, ROUTE 80 AND ROUTE 46 INTERCHANGE**

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**Township of Wayne and Borough of Totowa, Passaic County and  
Township of Fairfield, Essex County, New Jersey**

### **INITIAL FINANCIAL PLAN**

**Submitted By:**  
New Jersey Department of Transportation  
P.O. Box 600  
Trenton, NJ 08619

**January 2026**

## Route 23, Route 80, and Route 46 Interchange

### Initial Financial Plan

#### LETTER OF CERTIFICATION

The New Jersey Department of Transportation (NJDOT) has developed a comprehensive Financial Plan for the Route 23, Route 80, and Route 46 Interchange project in Passaic and Essex County, NJ in accordance with the requirements of Title 23, United States Code, Section 106 and the Financial Plan guidance issued by the Federal Highway Administration. The plan provides detailed cost estimates to complete the project and estimates of the financial resources necessary to fund the project.

The cost data in the Financial Plan provides an accurate accounting of costs incurred to date and includes an estimate of future costs based on engineers' estimates and anticipated construction cost escalation factors. While the estimates of financial resources rely upon assumptions regarding future economic conditions and demographic variables, these represent realistic estimates of financial resources available to fund the project as described.

NJDOT believes the Financial Plan provides an accurate basis upon which to schedule and fund the Route 23, Route 80, and Route 46 Interchange project and commits to providing Annual Updates according to the schedule outlined in this Initial Financial Plan.

To the best of our knowledge and belief, the Financial Plan, as submitted herewith, fairly, and accurately presents the financial position of the Route 23, Route 80, and Route 46 Interchange project, cash flows, and expected conditions for the project's life cycle. The financial forecasts in the Financial Plan are based on our assessment of the expected project conditions and our expected course of action. We believe that the underlying assumptions of the Financial Plan are reasonable and appropriate. Further, we have made available all significant information we believe is relevant to the Financial Plan and to the best of our knowledge and belief, the documents and records supporting the assumptions are appropriate.

Respectfully submitted:

**Parth Oza, P.E.**

Assistant Commissioner  
Capital Program Management

\_\_\_\_\_  
Date

**Eric Powers, AICP, PP**

Assistant Commissioner  
Statewide Planning, Safety and Capital Investment

\_\_\_\_\_  
Date

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## Summary

The New Jersey Department of Transportation (NJDOT) is proposing improvements to the Interstate 80 Interchange 53 with Route 23 and Route 46. This interchange brings together three major roadways and consists of a complex network of ramps, structures, and roadways. An interchange study from a decade ago characterized the design of the interchange with short high-volume weaving sections, ramp approaches with limited sight distances and inadequate signing, poor merge distances, and configurations that concentrate traffic from many movements into a single roadway rather than dispersing the traffic. NJDOT has been actively implementing an aggressive construction program in these last 10 years to remedy the deficiencies, and more improvements are proposed in the Route 23, Route 80, and Route 46 Interchange project.

The project is located in the Township of Wayne, Passaic County, New Jersey, the Borough of Totowa, Passaic County, New Jersey, and the Township of Fairfield, Essex County, New Jersey. The project limits are as follows:

### **Route 80**

M.P. 52.53 to M.P. 54.57

### **Route 23**

M.P. 63.93 (Rt. 202) to M.P. 5.00

### **Route 46**

M.P. 55.92 to M.P. 56.33

Title 23, Section 106(i) of the United States Code requires that a recipient of Federal financial assistance for a project with an estimated total cost of \$100 Million or more but less than \$500 Million, shall prepare an annual Financial Plan for the project to be made available to the United States Secretary of Transportation. Additionally, the financial plan and annual updates shall be submitted to the FHWA for review and comment. A Financial Plan is a comprehensive document that reflects the project's scope, schedule, cost estimate, and funding structure to provide reasonable assurance that there will be sufficient funding available to implement and complete the entire project.

The current total estimated cost of the Route 23, Route 80, and Route 46 Interchange Project is approximately \$147 Million. This cost estimate includes Design cost, raw Construction cost, Utility relocation cost, ROW acquisition costs, Environmental Mitigation costs, Construction Engineering cost, and Construction Inspection cost. See Table 4 for the Cost Distribution.

The Financial Plan includes the following topics, as outlined in the Table of Contents:

#### **1) Background**

- Provides a description of the project
- Details the project's history
- Explains the current project activities

**2) Project Cost Estimate**

- Identifies the key cost components
- Explains the cost estimating methodology and assumptions
- Identifies funds already expended and funds needed to complete the project

**3) Project Schedule**

- Presents the project's Implementation Schedule

**4) Project Financing**

- Lists the committed federal funding sources to date
- Lists the committed State funding sources
- Discusses the project's remaining anticipated federal funding requirements
- Demonstrate funding needs will be addressed with the current Capital Plan
- Addresses issuance costs, interest costs and other aspects of borrowing funds

**5) Public Private Partnership Assessment**

**6) Risk Identification and Mitigation Factors**

- Discusses cost increase risks
- Discusses revenue sufficiency risks
- Risk and Response Strategies
- Outlines potential risk factors and response strategies

**7) Annual Updates**

- Provides anticipated approach and schedule for annual updates

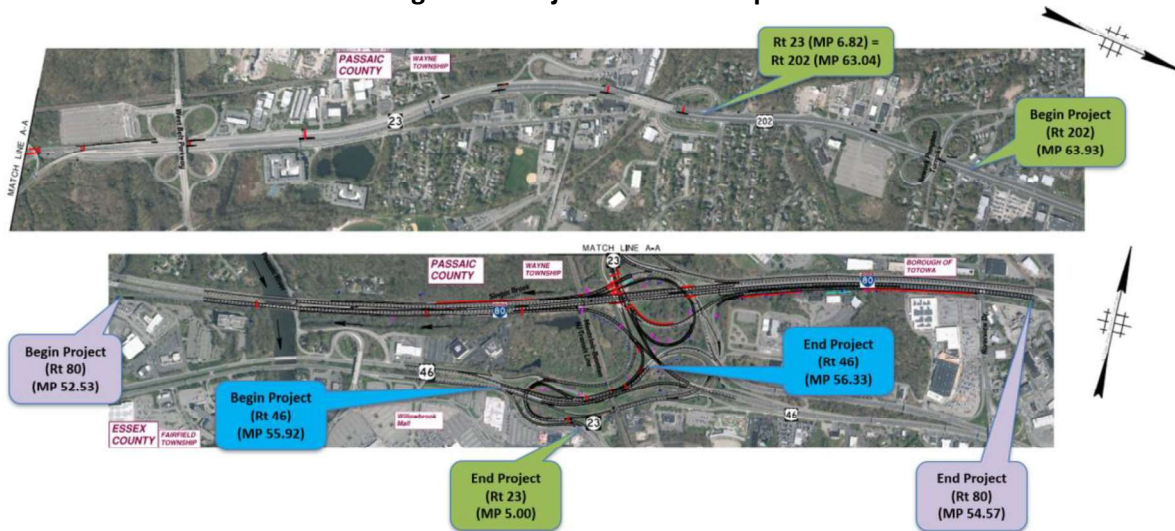
In accordance with FHWA guidelines, this initial Financial Plan establishes the base line cost and schedule to which all future Financial Plan updates will be compared. This plan demonstrates and outlines the Department's commitment to sound financial planning and providing the resources needed to complete the Project by Spring 2031.

## 1.0 BACKGROUND

### 1.1. Project Description

The purpose of the project is to provide greater mobility and enhance safety through the Route 23, Route 80, and Route 46 Interchange by implementing lane realignments to improve lane balances, providing standard acceleration and deceleration lanes to improve merge conditions, and providing missing connections between interchange roadways and ramps.

Figure 1 - Project Location Map



The project proposes four main improvements:

1. The Route 80 eastbound lane line realignment to improve lane balance. The Route 80 eastbound approach to the interchange is being re-configured to provide three continuous through lanes between the Passaic River Bridge and Interchange 53. The eastbound lane realignment requires minor widening to the south.
2. Ramp WN is proposed to provide the desired interchange connection from Route 80 eastbound to Route 23 (northbound and southbound) and to Route 46 westbound. These moves do not exist in the current condition.
3. Improvement to provide standard acceleration lane geometry for Ramp J and Ramp C to improve traffic flow and minimize vehicular conflicts along eastbound Route 80.
4. The addition of a more direct connection between Route 23 southbound and Route 80 westbound. Instead of circling around the network of complex interchange ramps, a new loop ramp (Ramp NW-X) is being added to provide a semi-direct connection. The addition of this semi direct connection results in the requirement of overhead guide sign structure updates at several locations along Route 23/Route 202 SB leading up to Route 80 Interchange 53.

## **1.2. Project History**

### **Feasibility Assessment/Concept Development**

An interchange study from a decade ago characterized the design of the Route 23, Route 80, and Route 46 interchange with short high-volume weaving sections, ramp approaches with limited sight distances and inadequate signing, poor merge distances and configurations that concentrate traffic from many movements into a single roadway rather than dispersing the traffic. The New Jersey Department of Transportation (NJDOT) has been actively implementing an aggressive construction program in the last 10 years to remedy the deficiencies. Proposed improvements were outlined via a long term plan for the interchange and were presented in a March 2000 Study called, NJ 23/US 46/ Interstate 80 Interchange Study.

In 2006, Jacobs Engineering Group began a Feasibility Assessment (FA) Report and Interchange Modification Report (IMR). The IMR was approved by the FHWA in 2009, contingent upon and approved environmental document, and the FA report was submitted in 2011. Jacobs Engineering Group advanced the FA and prepared a Concept Development (CD) Report including the Preliminary Preferred Alternative (PPA) in February 2014.

The following four improvements were evaluated in the CD Report.

1. The eastbound I-80 lane line realignment between the Passaic River and Interchange 53
2. Acceleration lane improvements for Ramp J and Ramp C
3. Proposed Ramp NW-E (Route 23 southbound and Route 80 westbound direct connection)
4. Ramp WN-Alt 4 (Connection from Route 80 eastbound to Route 23 NB, Route 23 SB, and to Route 46 westbound)

The contents of the CD assessment confirmed that the proposed improvements are physically and environmentally feasible.

### **Preliminary Engineering**

The Preliminary Engineering (PE) phase began in December 2018 by Michael Baker International for the project. During the PE phase, the PPA established in the CD report was refined and updated per the latest field conditions, coordination with stakeholders, and advancement of the design.

The connection between Route 23 southbound and Route 80 westbound was evaluated and it was recommended that a semi-direct loop ramp (Ramp NW-X) be constructed due to several advantages over the direction connection ramp (Ramp NW-E) proposed in the CD phase. The modified Ramp NW-X lies within the existing State ROW, it has no impact to the floodway of Singac Brook, it minimizes Riparian Zone Impacts, has minimal impacts to existing utilities, and no impacts to the NJ Transit bridge over I-80. Also, the modified Ramp NW-X loop ramp has minimal impacts to traffic during construction since the two new bridges can be built offline. The NJDOT Change Control Board approved the Modification to the PPA on September 13, 2019.

CD Phase Ramp WN-Alt 4 and required modifications were discussed with NJDOT Geometric Solutions Unit. Two alternatives were presented and it was decided to proceed with the Ramp WN alternative that ties in with Route 46 WB.

ROW, utility, and environmental coordination were performed in Preliminary Engineering to advance the design. Utility conflicts were identified through coordination with the utility owners, review of the proposed improvements, field investigations, and Subsurface Utility Engineering. To comply with the High Voltage Proximity Act, relocation of the existing overhead PSE&G Electric wires and other overhead wire tenants, Verizon and Cablevision, will be required. Refer to Table 3 for the current Final Design status of utility coordination. These utility relocations result in both a temporary construction easement and a permanent utility easement. Refer to Table 2 for the ROW parcels.

The Preliminary Engineering Report and Plans were finalized in September 2023.

### **Final Design**

The Final Design (FD) phase began in December 2023 and it is anticipated to be completed in Spring 2026.

### **Environmental**

Technical environmental studies were performed to identify natural and human resources and to assess the potential impacts to these resources. Based on the proposed project activities, it was determined that a Categorical Exclusion Document (CED) is the appropriate level of documentation as it meets 23 CFR 711.117 (c) 27 – Highway safety or traffic operations improvement projects, including the installation of lighting.

**Noise** - Per NJDOT Highway Noise Policy several types of mitigation were studied, none of which were deemed to be feasible or reasonable. As a result, noise abatement is not proposed.

**Air Quality** - Per Table 3 in 40 CFR § 93.127 of the Transportation Conformity Rules, the project is exempt from regional emissions analyses as it is considered an interchange reconfiguration project. However, Michael Baker prepared an Air Quality Technical Report in June 2022 to evaluate the local effects of PM 2.5 and CO, the air quality evaluation revealed no air quality issues and fulfills conformity requirements under the Clean Air Act (CAA) and requirements for NEPA.

**Potential Ecological Constraints** - Ecological resources were evaluated as part of the Ecology Technical Environmental Study including wetlands, surface water resources, floodplains, and threatened or endangered species.

The wetlands present within the study area are intermediate or ordinary resource value wetlands and will have a transition area of 50 feet or 0 feet, respectively. Wetland mitigation will be required for wetland impacts. It is anticipated that all regulated waters within the study area have a 50-foot wide riparian zone. Work will be performed within the flood hazard area and riparian zone. Riparian zone mitigation will be required for the area above the allowance for vegetation removal in the riparian zone at Table 11.2 of the FHACA Rules. In addition, the project proposes fill within the FHA of the Central Passaic Basin, requiring net-fill mitigation per the FHACA Rules.

Per the United States Fish and Wildlife Service (USFWS), the Indiana bat (*Myotis sodalist*, federally threatened), northern long-eared bat (*Myotis septentrionalis*, federally endangered)

tricolored bat (*Perimyotis subflavus*, proposed endangered) and monarch butterfly (*Danaus plexippus*, candidate species) may be present in the project area. On 7/25/2022 a Not Likely to Adversely Affect determination was made for Indiana bat and northern long-eared bat. The tricolored bat is currently a proposed endangered species. Section 7 Consultation will need to be reinitiated when the tricolored bat is officially listed as an endangered species with USFWS. The monarch butterfly is a candidate species and not yet listed or proposed for listing under Endangered Species Act. Consultation with USFWS under Section 7 of the Endangered Species Act is not required for candidate species.

Anticipated environmental permits are listed in Table 1.

Cultural Resources - Cultural Resources and historic properties are present. Several known historic properties within the vicinity of the project area have been identified including the State and National Register-listed Morris Canal and National Register-eligible NJ Transit's Montclair-Boonton Line Bridge over NJ Route 23 Southbound (Structure No. 1604159) (SHPO Letter 3/12/2001) and NJ Transit's Montclair-Boonton Line Bridge over NJ Route 23 Northbound (Structure No. 1604160) (NJHPO Letter 3/12/2001). Based on available information, the railroad bridges over I-80 and US Route 46 are older than 50 years of age (built between 1966 and 1970) and would be considered contributing resources of the potentially eligible railroad. Morris Canal is located 700 feet northeast from the project area and obscured by vegetation. There are no registered archaeological resources within the project area. On August 23, 2021, the NJDOT received concurrence from the State Historic Preservation Office (SHPO) that the project as proposed would not result in an adverse effect under Section 106 and would not constitute as an encroachment upon the Morris Canal (NR: 10/1/1974, SR: 11/26/1973).

Section 4(f) Involvement - Section 4(f) parkland/recreation resources are not present within the study area.

### **Concurrent Projects**

The following projects are in the vicinity of the Route 23, Route 80, and Route 46 Interchange project.

- Rt 23, Rt 80 to CR 694 (Paterson-Hamburg Turnpike), ATS C#1 Contract - This project is currently in construction with a estimated date of completion of December 2027.

### **1.3. Current Project Activities**

The following is a summary of the major work activities currently in progress on the Route 23, Route 80, and Route 46 Interchange Project.

#### Final Design Phase

- Contract Documents: Final Design documents are to be submitted in November 2025.
- Utilities: Utility agreements are being finalized with the utility companies.
- Permits: Permit applications have been submitted.
- Right-of-Way: Acquisition of temporary and permanent utility easements are being coordinated by NJDOT.

**Environmental Permits**

The environmental permit applications have been submitted as summarized below.

**Table 1 - Environmental Permit Status**

<b>Environmental Permit</b>	<b>Anticipated Approval Date</b>
NJDEP Freshwater Wetlands Protection Act Individual Permit	January 2026
NJDEP Flood Hazard Area Control Act Individual Permit	January 2026
Request for Authorization (RFA) under the New Jersey Pollution Discharge Elimination System (NJPDES) General Stormwater Permit for Construction (5G3)	January 2026

**Right-of-Way Acquisition**

A temporary construction easement and a permanent utility easement will be required for the relocation of PSE&G, Verizon, and Cablevision wires. The ROW parcels are shown in Table 2 below:

**Table 2 – ROW Parcel List**

<b>Parcel</b>	<b>Description</b>
UE251A & E251B	Parcels UE251A & E251B are located in block 717, lot 19 adjacent to both route 23 SB and Burgess Place. Parcel UE251A is a utility easement and aerial utility easement to accommodate a new utility pole in the right of way and a guy wire outside of the right of way and relocated aerial utilities. Parcel E251B is a temporary construction easement to accommodate the construction and necessary equipment to construct the new sign structure.
UE252A & E252B	Parcels UE252A & E252B are located in block 717, lot 20 adjacent to route 23 SB and lot 19. Parcel UE252A is a utility easement and aerial utility easement to accommodate a new utility pole and guy wire outside of the right of way and relocated aerial utilities. Parcel E252B is a temporary construction easement to accommodate the demolition of the existing sign structure.

**Utility Relocation Agreements**

There are 4 utility companies that have facilities that will need to be relocated or protected. The utility packages (with agreement plans, checklists, and estimates) are complete.

**Table 3 - Utility Relocation Summary**

Utility Company	Relocation Summary	Status
Cablevision	<ul style="list-style-type: none"> <li>• Transfer/Install 440 LF of overhead Cable TV facilities to the newly installed poles by PSE&amp;G Electric.</li> </ul>	Utility package is complete.
PSE&G Electric	<ul style="list-style-type: none"> <li>• Install 2 taller poles at Sta. 101+44, 112' left and Sta. 102+97, 102' left. Install 3 Interbuilt poles at Sta. 103+70, 98' left, Sta. 102+80, 103' left and Sta. 100+76, 116' left. Transfer 440 LF of overhead transmission and primary electric facilities to the newly installed poles. Install switches on 2 new interbuilt poles at Sta. 100+76, 116' left and at Sta. 102+80, 103' left for temporary de-energizing.</li> <li>• Remove/Relocate 440 LF of existing overhead transmission and primary electric facilities.</li> <li>• Remove abandoned existing Pole (#69656) and Pole (#62324).</li> </ul>	Utility package is complete.
PSE&G Gas	<ul style="list-style-type: none"> <li>• Purge, cut and cap existing 12" steel gas main to be removed or abandoned in place.</li> <li>• Install 280 LF of 12" steel gas main 15 PSI. Install gas station at both tie-in connection locations.</li> <li>• Remove/abandon 270 LF of existing 12" steel gas main.</li> </ul>	Utility package is complete.
Verizon	<ul style="list-style-type: none"> <li>• Transfer/install/relocate approximately 440 LF of overhead telephone facilities to the newly installed poles by PSE&amp;G.</li> <li>• Remove abandoned existing pole #69656 and pole #62324.</li> <li>• Install 160 LF of 8-4" S-40 PVC split type ducts below the current location of the existing 8-4" transite pipe and encase with concrete.</li> <li>• Transfer/install the existing telephone cables to the newly installed split type PVC ducts.</li> <li>• Remove 160 LF of existing underground telephone transite pipes. Remove abandoned existing facilities in conflict with the construction.</li> </ul>	Pending updated from Verizon for last bullet item.

Utility Company	Relocation Summary	Status
	<ul style="list-style-type: none"> <li>• Extension/replacement of Manhole 98 to meet proposed grades and associated conduit work. <i>(this work item is pending).</i></li> </ul>	

**Community Involvement**

Various meetings were held with local officials and stakeholders to provide project updates, collect input and comments, and obtain a resolution of support. The following is a list of meetings that were conducted:

**Concept Development Phase**

- Local Officials Meeting No. 1 – December 12, 2006
- Local Officials Meeting No. 2 – March 2007
- Local Officials Meeting No. 3 – April 23, 2009

**Preliminary Engineering Phase**

- Local Officials Briefing – May 13, 2021

**Final Design Phase**

- Local Officials Briefing – March 31, 2025
- Public Information Center (PIC) – June 14, 2025 – July 8, 2025

The Public Information Center was held June 14, 2025 through July 8, 2025 to update the public on final design plans and to explain construction staging and temporary detours. Minor questions were received from the public that did not impact the design of the project. These questions were reviewed and a response was sent for each inquiry by the Office of Community Relations.

**Construction Phase**

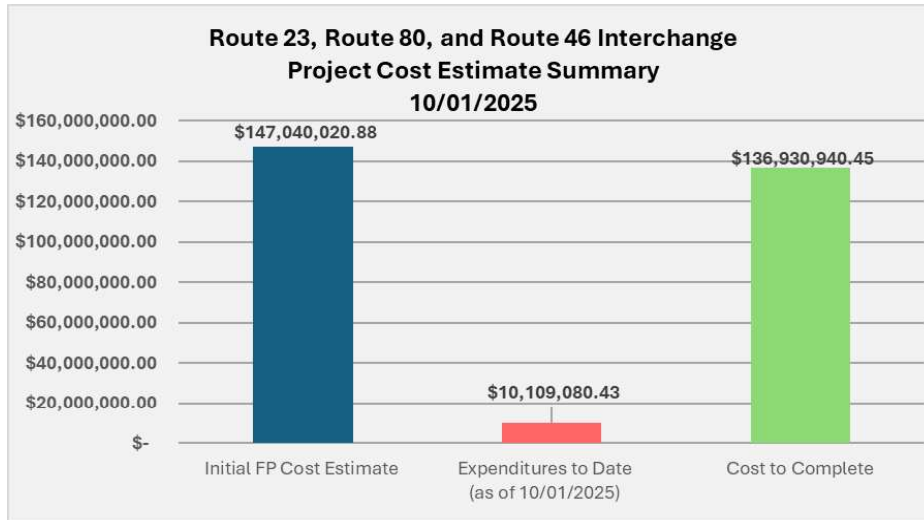
Construction of the project is expected to begin in September 2026. It is anticipated that construction will be substantially complete in September 2030. Final completion of construction is anticipated for April 2031.

**2. Project Cost Estimate**

**2.1 Project Cost Estimate**

The current estimate cost of the Route 23, Route 80, and Route 46 Interchange project is \$147 Million. Figure 2 below summarizes the total project cost estimate, expenditures to date, and cost to complete. As of October 1<sup>st</sup>, 2025, the project has expended \$10,109,080.43 which is 6.88% of the total project cost estimate.

**Figure 2 - Cost Estimate Summary**



The total cost estimate of \$147 Million includes Design cost, raw Construction cost, Utility relocation cost, ROW acquisition costs, and Construction Engineering cost. Table 4 below outlines the various cost items and status of expenditures. NJDOT will annually compare the actual costs incurred to the project cost estimate and adjust the funding allocations if needed to confirm that future costs are reasonable and adequately funded.

**Table 4 - Cost Distribution**

Phase/Item	2025 Initial FP Cost Estimate	Expenditures to Date (as of 10/01/2025)	Cost to Complete
<b>Pre-Construction Activities</b>			
Preliminary Engineering – Consultant	\$3,600,997.77	\$3,577,517.44	\$0*
Final Design – Consultant	\$9,106,041.92	\$5,617,338.62	\$3,488,703.30
NJDOT Support Cost	\$1,558,757.30	\$903,493.19	\$655,264.11
ROW Acquisition	\$170,091.99		\$170,091.99
Environmental Mitigation	\$852,600.00		\$852,600.00
Public Utility Engineering (PUE)	\$95,000.00	\$10,731.18	\$84,268.82
<b>Subtotal</b>	<b>\$15,383,488.98</b>	<b>\$10,109,080.43</b>	<b>\$5,250,928.22</b>
<b>Construction Activities</b>			
Utility Relocations	\$845,956.46		\$845,956.46
Construction**	\$130,834,055.77		\$130,834,055.77
<b>Subtotal</b>	<b>\$131,680,012.23</b>	<b>\$-</b>	<b>\$131,680,012.23</b>
Unused PE Funds	\$23,480.33		
<b>TOTAL PROJECT COSTS</b>	<b>\$147,040,020.88</b>	<b>\$10,109,080.43</b>	<b>\$136,930,940.45</b>

\* The PE phase is complete and additional expenditures will not be incurred.

\*\* The construction cost includes the raw construction cost, construction engineering, construction inspection, and change order contingency.

## **2.2 Methodology and Assumptions**

The cost estimate for the project was prepared using the NJDOT format and methodology, which includes the following major elements of a typical construction project plus project-specific elements added as appropriate.

### Preliminary Engineering

These costs were calculated from the actual costs from the Contract Modifications for Preliminary Engineering and data of actual costs from NJDOT's FMIS.

### Final Design

These costs were calculated from the total allocated budget for the Final Design phase and data of actual costs from NJDOT's FMIS.

### Right-of-Way Acquisition

The cost for Right-of-Way acquisition was derived based on the cost estimate provided by the NJDOT Right-of-Way Unit.

### Construction Cost

The construction cost estimate was compiled utilizing cost data from the bid price reports. Unit costs were reviewed and adjusted based on the project size, location, and site-specific conditions. Certain items were analyzed at a more granular level and a customized unit price was developed by the designer either because the item is non-standard with limited or no bid history or, the item was infrequently used, and its component elements incorporated on other projects was difficult to ascertain and, in such cases deemed unreliable.

The final design construction estimate was compiled using the AASHTOWare Project Cost Estimating System, which is NJDOT's primary tool for construction cost estimating. Refer to Appendix A for construction cost estimate.

### Utility Relocations

The estimated cost for utility work performed by the companies directly is based on the utility relocation schemes for the project, the division of work between the company and the State's contractor, and the cost estimates prepared by each company.

### Construction Engineering (CE) Support Services

The estimated cost is based on the assumption that approximately 12% of the construction cost will be required for construction support services.

### Construction Inspection (CI)

The estimated cost is based on the assumption that approximately 17% of the construction cost will be required for construction inspection.

### Construction Contingencies

The contingency amount for construction change orders was estimated to be \$500,000 as this project has federal participating items totaling over \$15 million.

### 2.3 Cost Containment Strategies

NJDOT will provide cost containment strategies such as Liquidated Damage Clauses in the projects Special Provisions.

Documented practices for cost forecasting and detailed budget monitoring, combined with reasonable contingencies will be utilized to keep the project costs on target.

## 3. Project Schedule

### 3.1 Project Implementation Schedule

The Project Implementation Schedule depicting the project history and anticipated milestones is shown in Figure 3. The project is authorized for construction in 2026. The Construction phase is anticipated to be from September 2026 through April 2031 (final completion) and last approximately 56 months. There will be one construction contract for the entire project. The project construction schedule was prepared using Primavera software and in accordance with the NJDOT Construction Scheduling Manual, 2013. The project schedule is included in Appendix B.

The following techniques have been or will be employed to ensure that the schedule is achieved.

- Electronic shop drawing reviews to reduce time between reviews and approvals.
- Use of liquidated damages clauses to ensure that project is completed on time.

**Figure 3 - Project Milestones**

Task	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	
Preliminary Engineering		Start: December 2018 End: September 2023													
Final Design						Start: December 2023 End: Spring 2026									
ROW Acquisition							Start: September 2024 End: February 2026								
Construction									Start: Fall 2026 End: Spring 2031						

### 3.2 Project Implementation Schedule Breakdown

The project will require the use of multiple crews to handle the various types of construction operations needed for the project. A detailed narrative of the staging, work crews, and schedule is provided in Appendix B.

Three (3) primary construction stages will be required. Final milling, paving of the surface course, and striping will be performed after Stage 3B.

## 4. Project Financing

### 4.1 Overall Financial Plan

The project requires funding of \$147 Million, including design costs totaling \$12.7 million.

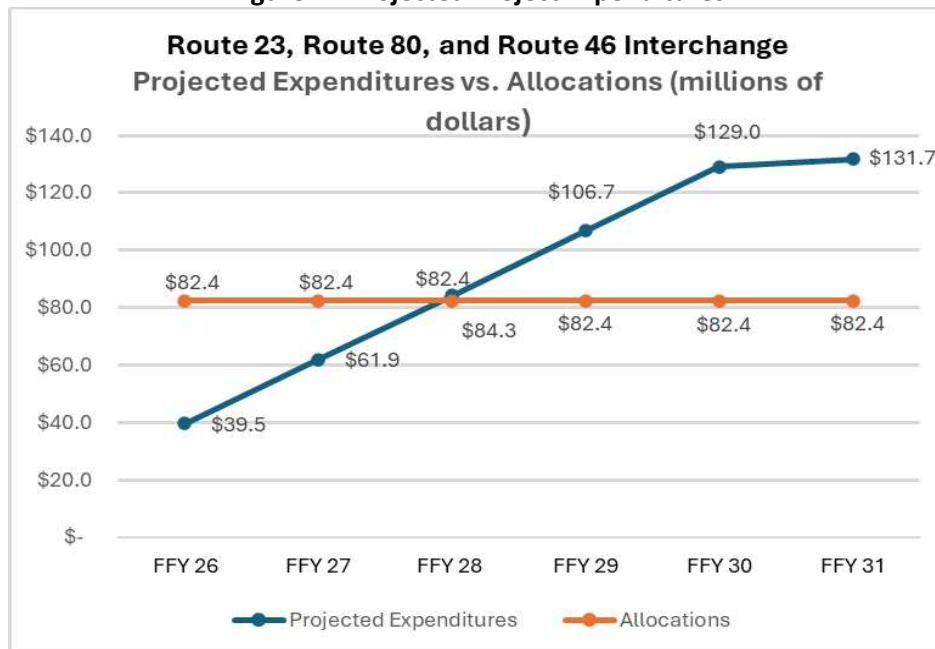
The current Fiscal Year (FY) 2024-2033 Statewide Transportation Improvement Program (STIP) includes \$82.4 million for construction in fiscal year 2026. A TIP modification is proposed to account for the difference in the current total project cost and the current funding amount. Refer to Appendix C for the current and proposed STIP. The Route 23, Route 80, and Route 46 Interchange project has received authorization for Construction that is expected to be in FY 2026 and construction is to extend through FY 2031. Any yearly modifications in the STIP/TIP will be reflected in the yearly updates to this Financial Plan.

### 4.2 Forecasting Project Cost Compared to Allocations by Fiscal Year

The funding for future Fiscal Years in the FY 2024-2033 STIP is programmed for FY 2026. Through the annual 10-year program update, funding allocations will be adjusted to attempt to match projected fiscal year expenditures with annual allocations.

Figure 4 and Table 5 below display a summary of the projected expenditures versus allocations by year. Total expected construction expenditures (including utilities, construction engineering, and construction inspection) are \$131.7 million. Available funding with the proposed STIP is equal to \$82.4 million for construction, which will need to be modified to cover the full estimate of expenditures. A TIP modification is proposed to account for the difference in the current total project cost and the current funding amount. Refer to Appendix C for the current and proposed STIP. Multi year funding and further TIP modifications may also need be considered for construction.

**Figure 4 - Projected Project Expenditures**



**Table 5 - Cash Flow Tables**

PROJECTED EXPENDITURES (in millions)								
Description	Phase	Source	FFY 26	FFY 27	FFY 28	FFY 29	FFY 30	FFY 31
Construction	CON	Federal	\$39.5	\$22.4	\$22.4	\$22.4	\$22.4	\$2.6
<b>Total Project Expenditures</b>			\$39.5	\$22.4	\$22.4	\$22.4	\$22.4	\$2.6
<b>Total Project Expenditures Cumulative</b>			\$39.5	\$61.9	\$84.3	\$106.7	\$129.0	\$131.7

AVAILABLE RESOURCES (in millions)								
Description	Phase	Source	FFY 26	FFY 27	FFY 28	FFY 29	FFY 30	FFY 31
Construction	CON	Federal	\$82.400					
<b>Total Available Resources</b>			\$82.4	\$42.9	\$20.5	(\$1.9)	(\$24.3)	(\$46.7)
<b>Total Available Resources Cumulative</b>			\$82.4	\$82.4	\$82.4	\$82.4	\$82.4	\$82.4
			FFY 26	FFY 27	FFY 28	FFY 29	FFY 30	FFY 31
<b>Cumulative Budget Surplus/Deficit</b>			\$42.9	\$20.5	(\$1.9)	(\$24.3)	(\$46.7)	(\$49.3)

#### 4.3 Financing the Project

The Route 23, Route 80, and Route 46 Interchange Project is programmed with federal funds and is not utilizing any financing for the funding of the project.

#### 5. Public Private Partnership Assessment

The current project does not result in a revenue stream for the State of New Jersey. Revenue streams such as Tax Increment Financing (TIF) or tolling are not feasible for this roadway. Additionally, the project does not introduce any development potential, so taxing new development potential is also not a feasible option. With a project cost of approximately \$147 Million, the required investment compared to the potential rate of return is not lucrative for a public private partnership and the ability to attract investors is very low. Therefore, the Route 23, Route 80, and Route 46 Interchange project is not a viable candidate for a public-private partnership.

## 6. Risk Identification and Mitigation Factors

### 6.1 Risk Factors

NJDOT's Risk Management Process is intended to result in the effective management of project risks during the entire Capital Project Delivery Process. NJDOT conducted a Constructability and Risk Analysis Workshop (CRAW) for this project during the Final Design Phase in September 2025. Risk management is categorized into three parts: risk identification, risk analysis, and action. Key elements of the risk management process are to identify potential risks, analyze the probability of occurrence and the magnitude of impact, and develop options and actions to enhance opportunities and reduce threats. It is also critical to monitor identified and potential risks throughout the project process.

With a project of this magnitude and complexity, there are major risks that may be encountered that could impact the project. There have been 11 overall items identified as potential risks to the project with varying probabilities of occurring. The project Risk Register is in Appendix E and has been updated as a result of the Final Design CRAW held in September 2025. The appropriate risk response strategies will be incorporated into the Contract Documents.

No risks were identified with a high probability of occurring. Risks assigned with a moderate probability are listed below.

1. Construction schedule delays due to tree clearing environmental restrictions between April 1<sup>st</sup> and November 15<sup>th</sup>.
2. Delays in securing permits for environmental resources such as wetlands, riparian zones, FHA, and deforestation.
3. Field changes due to concurrent construction under the Rt 23, Rt 80 to CR 694 (Paterson-Hamburg Turnpike), ATS C#1 Contract.
4. Relocation of ITS trunk line along I-80 to facilitate proposed work, including pavement widening and retaining walls.

### 6.2 Cost Increase Risks

Financial risks for this project include cost increase risks and revenue sufficiency risks as described below. The total construction cost is estimated at \$131.7 Million, and allocated funding for Construction in FFY 2026 on the STIP is \$82.4 Million, which does not fully fund the construction at this time. A TIP modification is proposed to account for the difference in the current total project cost and the current funding amount. Refer to Appendix C for the current and proposed STIP. Multi year funding and further TIP modifications may also need be considered for construction. Any further increase in construction cost would further result in modification of the funding allocation for this project in the subsequent years of the STIP.

#### Risk of receiving high bids:

NJDOT will consider the following mitigation strategy to control range of bids.

- Include contingencies for construction
- Incorporate lead times into the construction schedule

*Risk that unanticipated site conditions will increase project cost:*

Construction projects of all types and sizes will inevitably encounter unanticipated site conditions. To minimize this possibility and the subsequent cost increases, the following mitigation strategies were utilized.

- In-depth subsurface investigation program was performed during design to obtain soil data and accurately define the horizontal and vertical location of underground utilities.
- Test pits will be performed during construction to verify utility depths.

*Risk that unanticipated fuel price increases will increase project cost:*

In order to mitigate the risk that fuel price increases will increase the project cost, the bid proposal can include a lump sum line item to provide compensation to the contract holder for fluctuations in the fuel price over the life of the project. Using the award date as the base point, fuel price adjustments can be paid monthly during months when fuel prices change by 5% or more. During periods of decline in the fuel price, the State will be compensated and likewise during periods of increase, the Contractor will be compensated. Compensation will be made through the use of a weighted formula provided in the specifications.

### **6.3 Revenue Sufficiency Risks**

Federal funds are the funding source for this project. The total construction cost is estimated at \$131.7 Million, and allocated funding for Construction in FFY 2026 on the STIP is \$82.4 Million, which does not fully fund the construction at this time. A TIP modification is proposed to account for the difference in the current total project cost and the current funding amount. Refer to Appendix C for the current and proposed STIP. Multi year funding and further TIP modifications may also need be considered for construction. There are financing risks associated with the current funding plan as described below.

There is the risk that the project cost will increase due to change orders during construction. NJDOT typically funds change orders through supplemental authorizations. Funding change orders through supplemental authorizations may take obligation authority from current programmed unobligated state items.

NJDOT Division of Capital Investment and Program Coordination is responsible for developing the STIP and TIP modification, which will provide funding for this project.

## **7. Annual Updates**

Annual updates of this Initial Financial Plan will provide information on the actual cost, expenditure, and revenue performance in comparison to initial estimates as well as updated estimates of future year obligations and expenditures. The annual updates provide information on cost and revenue trends, summaries of cost reductions and increases, current and potential funding shortfalls and the financial adjustments necessary to assure completion of the Project.

Each Annual Update of this Financial Plan will be presented in actual cost-to-date and cost-to-complete estimates shown in year of expenditure dollars. These updates will use the same project elements to present the cost and revenues used in the Initial Financial Plan estimate. Any significant change in the total project cost or revenue from the last estimate will be clearly presented and the major reasons for these significant changes will be provided. Any required adjustments to the cost estimate will be computed in a manner consistent with the methodology established in this Initial Financial Plan.

Annual updates to this plan will include updates to the Funding and Cash Flow sections of the plan to reflect actual cost-to-date and cost-to-complete estimates. These estimates will be shown in year of expenditure dollars to be consistent with the initial financial plan document. Any significant changes to the total project cost or schedule since the previous estimate will be identified, and major reasons for these changes will be clearly described. If significant changes are anticipated, actions to monitor project cost and/or project schedule will be identified.

Design, utility, and Construction costs for this project are federally funded. The Project Management team will consider the Federal fiscal year (October 1-September 30) as the Project's fiscal year. Annual updates will be submitted to NJDOT within 90 days following the end of the Federal Fiscal Year.



**DRAFT RESOLUTION: MINOR AMENDMENT TO THE FY 2026 – 2029  
TRANSPORTATION IMPROVEMENT PROGRAM TO  
TRANSFER NJTPA CARBON REDUCTION PROGRAM  
FUNDS TO SMALL/SPECIAL SERVICES PROGRAM FOR  
TWO LOCAL MOBILITY INITIATIVES PROJECTS**

**WHEREAS**, the North Jersey Transportation Planning Authority, Inc. (NJTPA) has been designated by the Governor of New Jersey as the Metropolitan Planning Organization (MPO) for the northern New Jersey region; and

**WHEREAS**, the NJTPA formally adopted the FY 2026 – 2029 Transportation Improvement Program (TIP) on September 8, 2025; and

**WHEREAS**, as directed by the Infrastructure Investment and Jobs Act (IIJA), New Jersey receives federal Carbon Reduction Program funds to advance projects designed to reduce transportation emissions, defined as carbon dioxide (CO<sub>2</sub>) emissions from on-road highway sources; and

**WHEREAS**, in coordination with NJ TRANSIT, the NJTPA supports the Local Mobility Initiatives Program with funding for shared ride service or shuttle operations, bicycle and pedestrian facilities and programs, and capital support in the form of vehicle purchase to reduce pollutant emissions and congestion; and

**WHEREAS**, New Jersey's New York-Newark urbanized area was allocated \$14.652 million in Carbon Reduction Program funds authorized in Federal Fiscal Years (FFY) 2026 and these funds are currently programmed in the TIP's program line item NJTPA Carbon Reduction Program (DBNUM N2309); and

**WHEREAS**, the NJTPA is proposing to transfer federal funds from the NJTPA Carbon Reduction Program (DBNUM N2309) line item to the NJ TRANSIT's Small/Special Services Program (DBNUM T120) line item; and

**WHEREAS**, the NJTPA is recommending the funds be used for following projects eligible for the Carbon Reduction Program:

- Jersey City Protected Bike Parking Expansion, City of Jersey City - \$426,000
- Jersey City Bike Share Expansion, City of Jersey City - \$1,115,000; and

**WHEREAS**, the NJTPA is recommending \$1,541,000 for these two projects, and a 10 percent administrative fee for NJ TRANSIT of \$154,100, for a total recommended funding amount of \$1,695,100; and

**WHEREAS**, no action authorized by the NJTPA shall have force or effect until 10 days, Saturdays, Sundays and public holidays excepted, after a copy of the minutes of the meeting of

the Board of Trustees has been delivered to the Governor for review, unless prior to expiration of the review period the Governor shall approve same, in which case the action shall become effective upon such approval.

**NOW, THEREFORE, BE IT RESOLVED**, that the North Jersey Transportation Planning Authority hereby approves the identified projects and the specified amendment to the FY 2026-2029 Transportation Improvement Program.

**BE IT FURTHER RESOLVED** that a copy of this resolution is forwarded to NJ TRANSIT for submission to the Federal Transit Administration.

### Summary of Action

Minor Amendment to the FY 2026-2029 Transportation Improvement Program to Transfer NJTPA Carbon Reduction Program Funds to Small/Special Services Program for Local Mobility Initiatives Projects

**Action:** Approval of a request from the North Jersey Transportation Planning Authority (NJTPA) to amend the FY 2026-2029 Transportation Improvement Program (TIP) to transfer NJTPA Carbon Reduction Program Funds to NJ TRANSIT's Small/Special Services Program for two projects selected in the NJTPA's Local Mobility Initiatives Program.

#### *Minor Amendments:*

- **NJTPA Carbon Reduction Program, Regional - DBNUM N2309**

This request is to remove \$1.695 million of Carbon Reduction Program-New York/Newark (CR-NY/NWK) funds for Engineering, Right-of-Way and Construction (ERC) in Federal Fiscal Year (FFY) 2026, decreasing the total to \$12.957 million. The funds will be transferred to the Small/Special Services Program to fund two projects in Jersey City. The Jersey City Protected Bike Parking Expansion project will expand long-term bicycle parking by installing four new facilities at high demand transit locations. The Jersey City Bike Share Expansion project will add 38 new stations in strategically selected locations across the city.

- **Small/Special Services Program, Statewide - DBNUM T120**

This request is to add \$1.695 million of CR-NY/NWK funds for Engineering and Construction (EC) in FFY 2026. This action is necessary to fund the two Jersey City projects as stated above.

**Background:** The Bipartisan Infrastructure Law, enacted as the Infrastructure Investment and Jobs Act (IIJA), Pub. L. 117-58 on Nov. 15, 2021, established the Carbon Reduction Program. This program provides funds for projects designed to reduce transportation emissions, defined as carbon dioxide emissions from on-road highway sources. The NJTPA is responsible for programming its allocation of urbanized area Carbon Reduction Program funding to projects that meet the program's requirements.

The NJTPA **Local Mobility Initiatives** (LMI) Program, administered in partnership with NJ TRANSIT, aims to advance readily implementable and innovative transit shuttle and micromobility services that improve air quality and reduce congestion in the NJTPA's air quality maintenance and non-attainment areas.

This TIP action is required to transfer these funds to advance eligible projects in the region that support emission reductions for the transportation system.

In FY 2025, a solicitation for the LMI Program was sent to the subregions, Transportation Management Associations, and county transportation providers. The solicitation allows projects to be submitted on a rolling basis, and in December 2025, Central Staff and NJ TRANSIT received and reviewed two proposals eligible for funding under the Carbon Reduction Program. The projects recommended for approval are:

- *Jersey City Protected Bike Parking Expansion: \$426,000*  
This project will expand secure, long-term bicycle parking in Jersey City by installing four new facilities at high-demand transit locations
- *Jersey City Bike Share Expansion: \$1,115,000*  
This project will expand Jersey City’s successful bike share system through the installation of 38 new stations in strategically selected locations across the City.

The request includes a 10 percent administrative fee for NJ TRANSIT (\$154,100).

The requested revisions have been reviewed by Central Staff. The programs are exempt from an air quality conformity determination and do not impact the current conformity determination. Fiscal constraint is maintained for these changes through funds available from the NJTPA Carbon Reduction Program. Additional information is provided in the attached documents.

**Justification for Action:** Approval of this revision to the FY 2026-2029 TIP for the two recommended projects will allow the funds to be programmed, flexed, and the referenced programs to advance. These projects meet the LMI Program eligibility criteria and are anticipated to make significant reductions in air pollutants and reduce congestion as required by the federal Carbon Reduction Program guidelines.

**Staff Recommendation:** Central Staff recommends approval of this item.

# NJTPA TIP FY 2026 - 2029 Revision Package ID # 26006

## NJTPA Carbon Reduction Program

Established pursuant to Section 11403 of the Infrastructure Investment and Jobs Act (IIJA), this program provides funds for projects in the NJTPA metropolitan region to reduce carbon emissions. Projects may include planning, design, and construction of public transportation projects and improvements, on and off-road trail facilities, the deployment of electric vehicles, community transportation and shared micro-mobility projects, and other activities that reduce carbon emissions in the region.

**DBNUM:** N2309    **AQ Code:** AQ2 (Exempt)    **Est. Total Project Cost:** \$161.206 (Million)    **Sponsor:** *NJTPA*  
**Routes:**    **Mileposts:**    **RCIS:** Environment and Resilience  
**County:** Various    **Municipality:** Various

### Requested TIP Revision

#### *Action Taken*

This request is to remove \$1.695 million of Carbon Reduction Program - New York/Newark (CR- NY/NWK) funds for Engineering and Construction (EC) in Federal Fiscal Year (FFY) 2026, decreasing the total to \$12.957 million.

#### *Reason for Change*

The funds will be transferred to the Small/Special Services Program to fund two projects in Jersey City. The Jersey City Protected Bike Parking Expansion project will expand long-term bicycle parking by installing four new facilities at high-demand transit locations. The Jersey City Bike Share Expansion project will expand the bike share system through installation of 38 new stations in strategically selected locations across the city.

#### *Fiscal Constraint*

Fiscal constraint is maintained through federal funds available from the NJTPA Carbon Reduction Program.

#### *Current TIP*

MPO	PHASE	FUND	Constrained TIP				Total	Unconstrained 2030-2035
			2026	2027	2028	2029		
NJTPA	ERC	CR-ALLEN	0.070	0.071	0.073	0.074	<b>0.289</b>	0.478
NJTPA	ERC	CR-NY/NWK	14.652	14.945	15.244	15.549	<b>60.392</b>	100.048
<b>TOTAL (\$ million)</b>			14.722	15.017	15.317	15.624	<b>60.680</b>	100.526

#### *Pending TIP*

MPO	PHASE	FUND	Constrained TIP				Total	Unconstrained 2030-2035
			2026	2027	2028	2029		
NJTPA	ERC	CR-ALLEN	0.070	0.071	0.073	0.074	<b>0.289</b>	0.478
NJTPA	ERC	CR-NY/NWK	12.957	14.945	15.244	15.549	<b>58.696</b>	100.048
<b>TOTAL (\$ million)</b>			13.027	15.017	15.317	15.624	<b>58.985</b>	100.526

# NJTPA TIP FY 2026 - 2029 Revision Package ID # 26006

## Small/Special Services Program

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

\$1.695M of CR-NY/NWK to be flexed to fund the Jersey City Protected Bike Parking Expansion project and the Jersey City Bike Share Expansion project.

**DBNUM:** T120      **AQ Code:** AQ1 (Exempt)      **Est. Total Project Cost:** \$9.611 (Million)      **Sponsor:** *NJ TRANSIT*  
**Routes:** TRANSIT   **Mileposts:**      **RCIS:** Transit Enhancement  
**County:** Various      **Municipality:** Various

### Requested TIP Revision

**Action Taken**

This request is to add \$1.695 million of CR-NY/NWK funds for Engineering and Construction (EC) in FFY 2026.

**Reason for Change**

This action is necessary to fund two projects in Jersey City. The Jersey City Protected Bike Parking Expansion project will expand long-term bicycle parking by installing four new facilities at high-demand transit locations. The Jersey City Bike Share Expansion project will expand the bike share system through installation of 38 new stations in strategically selected locations across the city.

**Fiscal Constraint**

Fiscal constraint is maintained through federal funds available from the NJTPA Carbon Reduction Program.

**Current TIP**

MPO	PHASE	FUND	Constrained TIP				Total	Unconstrained 2030-2035
			2026	2027	2028	2029		
NJTPA	EC	STATE	0.961	0.961	0.961	0.961	3.844	5.767
<b>TOTAL (\$ million)</b>			0.961	0.961	0.961	0.961	3.844	5.767

**Pending TIP**

MPO	PHASE	FUND	Constrained TIP				Total	Unconstrained 2030-2035
			2026	2027	2028	2029		
NJTPA	EC	CR-NY/NWK	1.695				1.695	
NJTPA	EC	STATE	0.961	0.961	0.961	0.961	3.844	5.767
<b>TOTAL (\$ million)</b>			2.656	0.961	0.961	0.961	5.540	5.767



**DRAFT RESOLUTION: APPROVAL OF THE FY 2027 UNIFIED PLANNING WORK PROGRAM**

**WHEREAS**, the North Jersey Transportation Planning Authority, Inc. (NJTPA) has been designated by the Governor of New Jersey as the Metropolitan Planning Organization (MPO) for the northern New Jersey region; and

**WHEREAS**, the NJTPA, pursuant to 23 U.S.C. 104 (f) et. seq. and 49 U.S.C. 1607 et. seq., is responsible for the development of the Unified Planning Work Program (UPWP) to guide the transportation planning process in northern New Jersey; and

**WHEREAS**, the Fiscal Year 2027 UPWP (July 1, 2026 to June 30, 2027) describes all urban transportation and transportation-related planning activities to be undertaken by the NJTPA Central Staff, New Jersey Department of Transportation, NJ TRANSIT, NJTPA subregions, Transportation Management Associations, and other planning agencies in the region; and

**WHEREAS**, the FY 2027 UPWP is fully consistent with the U.S. Department of Transportation Metropolitan Transportation Planning Regulations (23 CFR part 450) which became effective May 27, 2016, as well as the Infrastructure Investment and Jobs Act (IIJA); and

**WHEREAS**, any FY 2027 Compensation Plan and salary parameters will be subject to New Jersey Institute of Technology's approved salary rate schedule and bargaining unit agreements; and

**WHEREAS**, no action authorized by the NJTPA shall have force or effect until 10 days, Saturdays, Sundays and public holidays excepted, after a copy of the minutes of the meeting of the Board of Trustees has been delivered to the Governor for review, unless prior to expiration of the review period the Governor shall approve same, in which case the action shall become effective upon such approval.

**WHEREAS**, the NJTPA may modify the adopted FY 2027 UPWP to remove any ineligible activities per the direction of Federal Highway Administration and the Federal Transit Administration to ensure compliance with Executive Orders issued by President Donald J. Trump.

**NOW, THEREFORE, BE IT RESOLVED**, that the North Jersey Transportation Planning Authority hereby approves the FY 2027 Unified Planning Work Program for the region.

**BE IT FURTHER RESOLVED**, that a copy of this resolution is forwarded to the New Jersey Department of Transportation for submission to the Federal Highway Administration and the Federal Transit Administration.

## **Summary of Action**

### **Approval of the FY 2027 Unified Planning Work Program**

**Action:** Approval of the FY 2027 Unified Planning Work Program (UPWP).

**Background:** The UPWP describes all metropolitan transportation and transportation-related planning activities to be undertaken by NJTPA Central Staff, subregions, member agencies and the Transportation Management Associations during FY 2027 (July 1, 2026 to June 30, 2027). This document has been developed with the direct input of the federal funding agencies, the New Jersey Department of Transportation (NJDOT), NJ TRANSIT, the Port Authority of New York & New Jersey, the NJTPA Board of Trustees and the Regional Transportation Advisory Committee (RTAC). The NJTPA has provided opportunities for the public to review and comment on the UPWP consistent with NJTPA public participation procedures.

Pursuant to federal planning regulations, the NJTPA is required to develop an annual UPWP. The FY 2027 UPWP is guided by the NJTPA Board of Trustees, the planning requirements of the federal Infrastructure Investment and Jobs Act (IIJA) and its precursor legislation, and *Connecting Communities: The NJTPA's Long Range Transportation Plan*. The FY 2027 UPWP incorporates work tasks that reflect current planning priorities of the United States Department of Transportation and NJDOT.

The initial FY 2027 UPWP draft was issued in December 2025 for review. Comments received from members of the Board, subregional partners, federal sponsors and NJDOT have been reviewed and incorporated into the work program and budget where appropriate.

For informational purposes, the work program also includes Chapter IV - Other Regional Transportation Planning Initiatives, which describes other transportation and transportation-related planning activities that are not funded by the NJTPA and not included in the other chapters of the UPWP.

The proposed FY 2027 UPWP is available on the NJTPA website at: <https://njtpa.org/upwp/>. Pending Board approval and federal authorization of the FY 2027 UPWP, final copies of the UPWP will be posted on the NJTPA's website for access by the NJTPA Board of Trustees, RTAC, and the public. A copy of the FY 2027 budget summary and comments received on the December 2025 draft are attached herewith for reference.

**Justification for Action:** NJTPA Board approval of the UPWP is necessary to ensure receipt of federal funding and for staff activities to be conducted in the upcoming fiscal year.

**Staff Recommendation:** Central Staff recommends approval of the FY 2027 UPWP.

## NJTPA FY 2027 UPWP Budget Summary

Expenditures - FY 2027 UPWP Program Activities	UPWP Budget
<b>Central Staff Activities (Chapter I)</b>	
Personnel Expenditures <sup>1,2</sup>	\$ 10,631,075
Non-Personnel Expenditures	\$ 2,208,500
Indirect Costs <sup>3</sup>	\$ 2,182,700
<b>Subtotal: Central Staff Activities</b>	<b>\$ 15,022,275</b>
<b>FY 2027 Consultant\Subrecipient Subcontracts (Chapter I)</b>	<b>\$ 2,828,100</b>
<b>FY 2027 Subregional Transportation Planning Program (Chapter II)</b>	<b>\$ 2,511,400</b>
<b>FY 2027 - FY 2028 Subregional Studies Program (Chapter II)</b>	<b>\$ 895,900</b>
<b>FY 2027 Transportation Management Association Program (Chapter III)</b>	<b>\$ 7,404,900</b>
<b>Total: FY 2027 UPWP Expenses</b>	<b>\$ 28,662,575</b>
<b>Revenues - FY 2027 UPWP Funding Authorizations <sup>4</sup></b>	
FHWA MPP PL Funds (IIJA FFY26, STIP DB# X30A)	\$ 12,365,457
FHWA MPP Set-aside PL Funds -SATO (IIJA FFY26, STIP DB# X30A)	\$ 275,115
FHWA MPP PL Funds, Reprogrammed (IIJA PL funds, STIP DB# X30A)	\$ 2,194,697
Flexed FTA Section 5303/5305(d) MP Program Funds (IIJA FFY25 MP, STIP DB# X30A)	\$ 3,852,048
FHWA Surface Transportation Block Grant Program (STBGP-NY/NWK) Funds (FFY26, STIP DB# X30A)	\$ 2,570,357
FHWA STBGP-NY/NWK Funds for TMA Program (NJTPA TMAs, FFY26, STIP DB# 11383)	\$ 5,122,600
FHWA STBGP-PHILA Funds for TMA Program (DVRPC TMAs, FF26, STIP DB# 11383)	\$ 2,282,300
<b>Total: FY 2027 UPWP Revenues</b>	<b>\$ 28,662,575</b>

**Notes:**

(1) The FY 2027 budget assumes the salaries of 60 full-time Central Staff employees, plus part-time staff for additional support. A total of 65.2 full time equivalent (FTE) employees are assumed, with part-time staff counted as 0.65 FTE. The FY 2027 budget also assumes an average merit pool of 4%.

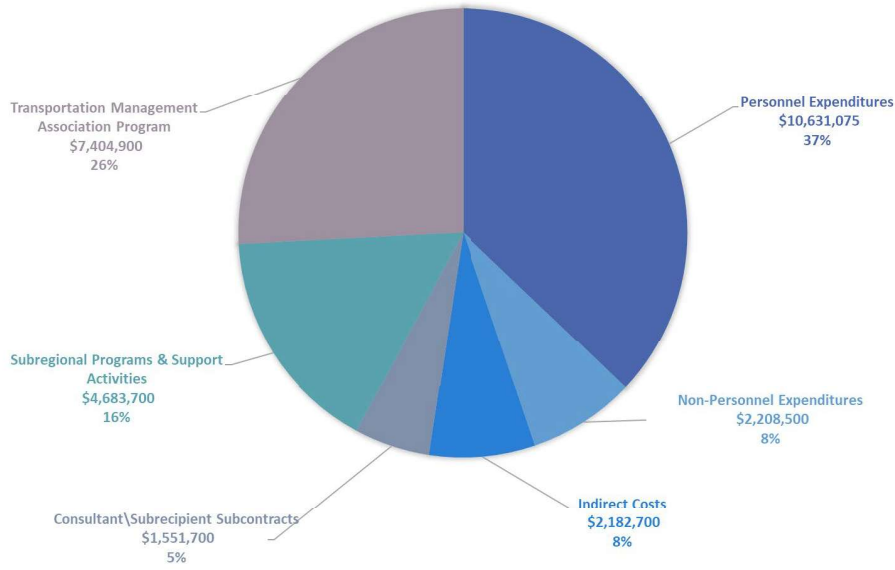
(2) FY 2027 Budget assumes provisional FY 2027 fringe benefit rates of 38.3% for full-time staff and 7.6% for hourly part-time staff, as agreed to by NJIT (the NJTPA's Host Agency) and the U.S. Department of Health & Human Services. Actual FY 2027 rates will be subject to audit.

(3) The FY 2027 budget for NJIT's Facilities and Administration Costs assumes a fixed amount, as stated in the current NJDOT Basic Agreement with NJTPA and NJIT (Agreement No. 2021-NJIT-001), calculated from a rate based on past fiscal years' audited costs that is applied to projected operating costs for FY 2027.

(4) Funding to be authorized for the FY 2027 work program assumes FFY26 FHWA MPP PL funds (IIJA apportionments, including 2.5% of PL funds set-aside for Safe and Accessible Transportation Options); reprogrammed FHWA MPP PL funds from prior apportionments (unobligated\available IIJA balances released from NJTPA Task Order PL-NJ-25-01); FTA 25MP PL funds flexed to FHWA; and FFY26 STBGP-NY/NWK and STBGP-PHILA funds (STIP DB Nos. X30A and 11383).

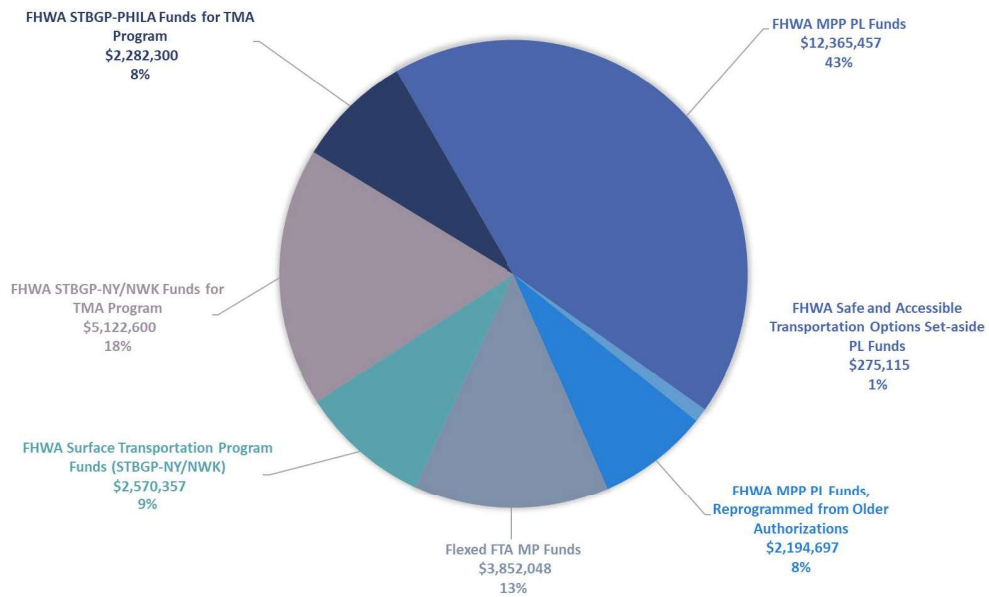
(5) For details of the central staff budget expenses, and consultant and subrecipient subcontracts, see pages 10 and 11.

**NJTPA FY 2027 UPWP BUDGET  
TOTAL EXPENDITURES \$28,662,575**



*Note: Subregional Support Activities include select Central Staff projects outlined in Chapter I, which provide direct support to local agencies*

**NJTPA FY 2027 UPWP BUDGET  
TOTAL REVENUES \$28,662,575**



**NJTPA FY 2027 UPWP Budget  
New Contractual/Consultant Projects**

**NEW FY 2027 UPWP Projects - Task Order PL-NJ-27-01**

Task ID	Task Activity	Budget Line Item	Contract Budget	Total Project Budget <sup>1</sup>	Effective Funding Period
<b>FY 2027 Consultant \ Subrecipient Subcontracts (Chapter I)</b>					
SP202.004.27	FY 2027 NJTPA Travel Model Applications	Subrecipient	\$ 150,000	\$ 150,200	7/1/26-6/30/27
SP205.001.27	FY 2027 Air Quality Conformity Determination and Regional Emissions Modeling	Consultant	\$ 550,000	\$ 550,600	7/1/26-6/30/29
SP207.003.27	Traffic Signal Asset Management Pilot	Consultant	\$ 600,000	\$ 600,600	7/1/26-6/30/29
RP307.002.27	FY 2027 Vibrant Communities Initiative	Subrecipient	\$ 225,000	\$ 225,300	7/1/26-6/30/27
RP307.008.27	Dayton Neighborhood Transit Redevelopment	Subrecipient	\$ 150,000	\$ 150,200	7/1/26-6/30/28
FP401.004.27	E-Commerce Delivery Mitigation	Subrecipient	\$ 350,000	\$ 350,400	7/1/26-6/30/28
LP602.002.27	FY 2027 Subregional Assistance with Studies & Analyses	Consultant	\$ 300,000	\$ 300,300	7/1/26-6/30/28
PA701.001.27	FY 2027 Innovative Public Engagement	Subrecipient	\$ 100,000	\$ 100,100	7/1/26-6/30/27
IS802.001.27	FY 2027 SAP Support Services	Consultant	\$ 400,000	\$ 400,400	7/1/26-6/30/28
<b>Subtotal - Consultant \ Subrecipient Subcontracts</b>			<b>\$ 2,825,000</b>	<b>\$ 2,828,100</b>	
<b>FY 2027 Subregional Transportation Planning Program (Chapter II)</b>					
RP304.001.27.01	Bergen County FY 2027 STP Program	Pass-Through Program	\$ 262,705.00	\$ 262,969	7/1/26 -6/30/27
RP304.001.27.02	Essex County FY 2027 STP Program	Pass-Through Program	\$ 181,207.50	\$ 181,390	7/1/26 -6/30/27
RP304.001.27.03	Hudson County FY 2027 STP Program	Pass-Through Program	\$ 156,620.00	\$ 156,778	7/1/26 -6/30/27
RP304.001.27.04	Hunterdon County FY 2027 STP Program	Pass-Through Program	\$ 103,762.50	\$ 103,867	7/1/26 -6/30/27
RP304.001.27.05	Jersey City FY 2027 STP Program	Pass-Through Program	\$ 128,162.50	\$ 128,291	7/1/26 -6/30/27
RP304.001.27.06	Middlesex County FY 2027 STP Program	Pass-Through Program	\$ 243,213.75	\$ 243,459	7/1/26 -6/30/27
RP304.001.27.07	Monmouth County FY 2027 STP Program	Pass-Through Program	\$ 206,487.50	\$ 206,695	7/1/26 -6/30/27
RP304.001.27.08	Morris County FY 2027 STP Program	Pass-Through Program	\$ 178,228.75	\$ 178,408	7/1/26 -6/30/27
RP304.001.27.09	Newark FY 2027 STP Program	Pass-Through Program	\$ 134,208.75	\$ 134,344	7/1/26 -6/30/27
RP304.001.27.10	Ocean County FY 2027 STP Program	Pass-Through Program	\$ 195,476.25	\$ 195,673	7/1/26 -6/30/27
RP304.001.27.11	Passaic County FY 2027 STP Program	Pass-Through Program	\$ 180,060.00	\$ 180,241	7/1/26 -6/30/27
RP304.001.27.12	Somerset County FY 2027 STP Program	Pass-Through Program	\$ 143,682.50	\$ 143,827	7/1/26 -6/30/27
RP304.001.27.13	Sussex County FY 2027 STP Program	Pass-Through Program	\$ 108,042.50	\$ 108,151	7/1/26 -6/30/27
RP304.001.27.14	Union County FY 2027 STP Program	Pass-Through Program	\$ 187,277.50	\$ 187,466	7/1/26 -6/30/27
RP304.001.27.15	Warren County FY 2027 STP Program	Pass-Through Program	\$ 99,740.00	\$ 99,840	7/1/26 -6/30/27
<b>Subtotal - Subregional Transportation Planning Program</b>			<b>\$ 2,508,875.00</b>	<b>\$ 2,511,400</b>	<b>\$ 2,525</b>
<b>FY 2027 - FY 2028 Subregional Studies Program (Chapter II)</b>					
RP304.003.27.01	Hudson County School Zone Safety Study	Pass-Through Program	\$ 420,000	\$ 420,400	7/1/26 -6/30/28
RP304.003.27.02	Monmouth County Coordinated Public Transit Human Services Transportation Plan	Pass-Through Program	\$ 475,000	\$ 475,500	7/1/26 -6/30/28
<b>Subtotal - Subregional Studies Program</b>			<b>\$ 895,000</b>	<b>\$ 895,900</b>	
<b>FY 2027 Transportation Management Association Program (Chapter III)</b>					
RP305.001.27.01	Avenues in Motion FY 2027 TMA Program	Pass-Through Program	\$ 1,098,250	\$ 1,099,300	7/1/26 -6/30/27
RP305.001.27.02	Cross County Connection FY 2027 TMA Program	Pass-Through Program	\$ 1,276,002	\$ 1,277,300	7/1/26 -6/30/27
RP305.001.27.03	EZRide FY 2027 TMA Program	Pass-Through Program	\$ 1,615,750	\$ 1,617,400	7/1/26 -6/30/27
RP305.001.27.04	goHunterdon FY 2027 TMA Program	Pass-Through Program	\$ 529,000	\$ 529,500	7/1/26 -6/30/27
RP305.001.27.05	Greater Mercer FY 2027 TMA Program	Pass-Through Program	\$ 1,003,998	\$ 1,005,000	7/1/26 -6/30/27
RP305.001.27.06	Hudson FY 2027 TMA Program	Pass-Through Program	\$ 598,000	\$ 598,600	7/1/26 -6/30/27
RP305.001.27.07	Keep Middlesex Moving FY 2027 TMA Program	Pass-Through Program	\$ 713,000	\$ 713,700	7/1/26 -6/30/27
RP305.001.27.08	RideWise TMA FY 2027 Program	Pass-Through Program	\$ 563,500	\$ 564,100	7/1/26 -6/30/27
<b>Subtotal - TMA Programs</b>			<b>\$ 7,397,500</b>	<b>\$ 7,404,900</b>	
<b>Total</b>			<b>\$ 13,626,375</b>	<b>\$ 13,640,300</b>	

- Notes:**
- (1) Includes 0.10 % NJTPA Administration Fee, to be added to the subcontract costs for the budget and federal funding agreements.
  - (2) FHWA Set Aside PL Funds for Safe and Accessible Transportation Options will be applied to Task LP602.002.27, which assists subregions in developing and evaluating potential safety improvements.
  - (3) The following Central Staff contractual activities (Chapter I) provide direct support to local agencies: SP207.003.27, RP307.002.27, RP307.008.27, and LP602.002.27.

**NEW JERSEY DEPARTMENT OF TRANSPORTATION (NJDOT),  
FEDERAL HIGHWAY ADMINISTRATION (FHWA), & FEDERAL  
TRANSIT ADMINISTRATION (FTA)**

**Comments on the  
North Jersey Transportation Planning Authority's draft FY 2027 UPWP**

January 12<sup>th</sup>, 2026

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Below are the Department's comments on North Jersey Transportation Planning Authority's (NJTPA) draft FY 2027 Unified Planning Work Program (UPWP):

1. Page I-6, Chapter I - Central Staff Activities. Under the heading of Public and External Affairs, it states that Central Staff will be launching a podcast as a new communication tool to support outreach. Does NJTPA know if any other MPOs in the country are using podcasts and how effective they have been?
  - *Other MPOs have podcasts. Broward (FL) MPO and Atlanta Regional Commission have both had success in reaching broader audiences using this platform. ARC had to pause its podcast due to some staffing issues, but we spoke to the manager in charge of communications and he's hopeful they can revive it once they have the resources due to its success. Keep Middlesex Moving TMA also has a podcast that they believe has been helpful in reaching a broader audience, and several federal and state agencies use this medium to reach people as well, including the Environmental Protection Agency, Health and Human Services, Government Accountability Office, and the New York State Department of Transportation. A 2023 Pew Research Center analysis found that about half of Americans listen to podcasts, 55 percent of them seeking to learn something.*
2. Page 23, Chapter I - Central Staff Activities. On this page there are references to a "Towards Zero Commission" and a "Target Zero Commission." Are these two different organizations or is one a typo?
  - *Yes, this is a typo. It has been corrected to "Target Zero Commission."*
3. Page 46, Chapter I - Central Staff Activities. The top of the page shows a \$300,000, two-year consultant activity called Task LP602.002.27 FY 2027 Subregional Assistance with Studies and Analyses. The description says this will be a contract modification to the FY 2026 effort of the same name. It is not possible to show the same funding in both the FY2026 UPWP task order and the FY2027 UPWP task order. Please clarify.
  - *The Subregional Assistance with Studies and Analyses consultant effort provides ongoing technical assistance to our subregional partners. For UPWP budgeting purposes, funding is tracked by fiscal year to clearly identify source funding. The FY 2027 funds requested for this effort will supplement funding authorized in the FY 2026 UPWP for a*

*consultant contract anticipated to be awarded in 2026. The initial contract award will include only FY 2026 funds, with a contract modification funded by FY 2027 dollars anticipated to be executed and tracked separately in FY 2027.*

*As the solicitation was developed, it was determined that more funding would be needed to use the most current data available to develop a Network Screening list specific to each subregion as required in the scope of work. As a result, the proposed contract was renamed FY 2026–2027 Subregional Assistance with Studies and Analyses, to encompass the additional task and funding.*

*Both NJTPA and NJIT have established project management and accounting systems that allow contract expenses to be tracked across funding sources. This approach has been successfully used for this program and other ongoing activities, including the FY 2027 SAP Support Services, which will similarly modify the existing FY 2026 contract (the contract is structured as a one-year agreement with two one-year extension options for additional work and funding added annually).*

4. Page 49, Chapter I - Central Staff Activities. In the middle of the page is a heading that reads “New Task Activities.” However, under the heading are two items that are both labeled “ongoing.” Please clarify.
  - *For FY 2027, the two activities listed are considered new and will be initiated next fiscal year. After FY 2027, these activities will be considered Long-term Task Activities and will become core task activities for the department.*
5. Page 128, Chapter II Subregional Pass-Through Programs. The budget plan includes a line item called “Other (Specify)” which has a \$12,920 proposed budget. Please specify what this budget is going to be spent on. A footnote for this type of expense will be appreciated.
  - *This has been addressed. The proposed budget was primarily intended for capital Technology Equipment and Computers, valued over \$5,000. The county has updated the budget plan to allocate funding to the correct budget line items, as appropriate.*
6. Chapter III Transportation Management Association Program. This chapter is over 200 pages in length. It is long and repetitive and could be improved with editing. One suggestion is that each TMA section be limited to 20 or fewer pages.
  - *The NJTPA revised the FY 2027 TMA work program in the FY 2027 UPWP to remove text that was redundant and instructions specifically for the TMAs as well as redundant table of contents pages. The NJTPA has been working to streamline the TMA work program over the years and will continue to look for opportunities to do so in future UPWPs.*

7. Chapter III Transportation Management Association Program. Cross County Connection TMA allocates \$40,000 in their budget plan for “Digital Campaign” and Hudson TMA allocates \$33,000 for “Social Media”. Please send us a few examples of digital campaigns and social media activities that these two TMAs have posted under previous UPWPs.

- *This has been addressed. Please see attached file.*

8. Chapter I - Central Staff Activities. In Appendix A-1, A-2 and A-4, can you please change the title from “Environmental and Climate change Program” to “Environmental Pollution Mitigation and Resilience”?

- *Appendix A has been corrected.*

Below are the Federal Highway Administrations (FHWA) comments on North Jersey Transportation Planning Authority’s (NJTPA) draft FY 2027 Unified Planning Work Program (UPWP):

9. Page 10. Chapter I – Central Staff Activities. Uses the phrase “greenhouse gas outputs”. This language must be removed due to new administration standards.

- *The task activity has been updated.*

10. Page 90. Chapter II – Subregional Pass-Through Programs. Uses the phrase “greenhouse gas reduction strategies”. This language must be removed due to new administration standards.

- *Chapter II – Subregional Pass-Through Programs has been updated.*

11. Pages 20, 44, 97, & 138. Chapter III – Transportation Management Association Program. Uses the phrase “greenhouse gases”. This language must be removed due to new administration standards.

- *Chapter III – Transportation Management Association Program has been updated.*

12. Pages 13, 69, and 89. Chapter II – Subregional Pass-Through Programs. Uses the phrase “climate change”. This language must be removed due to new administration standards.

- *Chapter II – Subregional Pass-Through Programs has been updated.*

13. Page 20. Chapter III – Transportation Management Association Program. Uses the phrase “climate change”. This language must be removed due to new administration standards.

- *Chapter III – Transportation Management Association Program has been updated.*

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