



*John P. Kelly, Chair*  
*Charles Kenny, First Vice Chair*  
*David W. Behrend, Executive Director*

**JOHN P. KELLY, CHAIR**  
**BOARD MEETING**  
**AGENDA**  
**January 12, 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, January 8.

- 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: From Idea to Implementation: National Tools Helping Local Governments Deliver Safer Projects – Charles T. Brown, Founder and CEO, Equitable Cities
  - H. Committee Reports/Action Items\*
- Project Prioritization – Commissioner Charles Kenny, Chair
    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 (Attachments H.1.a, H.1.b, H.1.c)
    2. Approval of the Memorandum of Understanding on Procedures to Revise the TIP and STIP (Attachments H.2.a, H.2.b, H.2.c)





## Board Meeting Minutes November 10, 2025

### A. Open Public Meetings Act Compliance

First Vice Chair Charles Kenny, Middlesex County Commissioner, called the meeting to order at 10:34 a.m. Denise Truvillion, Central Staff, reported that, in accordance with the Open Public Meetings Act, Chapter 231, P.L.1975, adequate notice of the meeting was forwarded to the *Star Ledger*, the *Asbury Park Press*, the *Courier News*, the *Daily Record*, the *Home News Tribune*, the *Jersey Journal*, the *New Jersey Herald*, and *The 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 20 voting members were in attendance. (Attachment 1).

### D. Approval of Minutes

Morris County made a motion to approve the minutes of the September 8, 2025, meeting, Union County seconded, and the motion carried with one abstention from Ocean County.

### E. Chair Remarks

First Vice Chair Kenny welcomed everyone to the NJTPA Board meeting and noted that this is the final session for Chair John P. Kelly and Third Vice Chair Bette Jane Kowalski, who are departing the Board after choosing not to seek re-election. The Board thanked them for their dedicated service and collaborative leadership.

Outgoing Chair Kelly will convene a Nominating Committee to propose a slate of candidates for the new Executive Committee officers. Monmouth County Commissioner Tom Arone and Commissioner Kowalski will serve on the committee. The committee will meet in the coming weeks and announce nominations at the January meeting. Additional nominations will be taken before the vote. Members interested in submitting a nomination should contact Chair Kelly or David Behrend. The new officers will serve two-year terms beginning with the January 2026 meeting.

First Vice Chair Kenny reviewed the NJTPA's accomplishments under Chairman Kelly's leadership. This includes the adoption of the updated Long Range Transportation Plan, *Connecting Communities*, emphasizing safety, resilience, and state of good repair. The plan reflects input from more than 4,000 people across 13 counties. The Board also adopted the FY 2024–2027 Transportation Improvement Program (TIP), which commits more than \$16 billion for regional projects over the next four years. The NJTPA also achieved 20 years of attainment status for carbon monoxide, resulting in the lifting of the federal monitoring requirement.

Among accomplishments during the last fiscal year, eight counties completed Local Safety Action Plans and Monmouth, Morris, Ocean, and Somerset counties recently completed Local Concept Development Studies for county-owned roads and bridges.

Agency remarks followed. Eric Powers, NJDOT, reported that the next Target Zero Commission public meeting will be held in December. The Commission continues its work toward zero fatalities and will release a report soon. Meeting details, including streaming options, will be available on the website.

Jeremy Colangelo-Bryan, NJ TRANSIT, thanked the NJTPA and partner agencies for their support in developing a program to deliver electric vehicles to local transit providers. Middlesex, Essex, and Union counties will receive vehicles, and NJ TRANSIT will also deploy several internally.

Jay Shuffield, Port Authority of New York and New Jersey, announced that Mary K. Murphy, Director of Planning, will retire in January. Seth Mayer will serve as her successor, and the department will be renamed the Planning and Innovation Department.

## **F. Executive Director's Report**

NJTPA Executive Director David Behrend recognized and thanked Chairman Kelly and Commissioner Kowalski for their service on the Board. He expressed his appreciation for their leadership and partnership over the years.

Mr. Behrend provided a brief recap of 2025. He reported that the Local Safety Program authorized a total of \$37.76 million in Federal Fiscal Year 2025 for design and construction activities. Seven projects advanced from preliminary engineering to final design; two were authorized for construction, and five are under construction. Essex County will begin work this month at seven intersections along Springfield Avenue, and Jersey City has been awarded a contract for safety improvements at 12 intersections on Communipaw Avenue.

The U.S. Environmental Protection Agency endorsed the Air Quality Conformity Determination for *Connecting Communities* and the TIP approved by the Board in September. The Federal Highway Administration (FHWA) and Federal Transit Administration are completing their final reviews, with full federal approval expected soon.

He reported that the Board will consider awarding funding through the Transportation Alternatives Set-Aside Program. Forty-five applications were received; 36 were deemed eligible, and staff recommend approving 29 projects totaling \$29.3 million.

Mr. Behrend said 29 projects have been completed to date through the Complete Streets Technical Assistance Program, including five finalized in June. Applications for the next round closed earlier this month and are under review. He added that the Complete Streets Demonstration Library has completed 26 demonstration projects, including a recent installation in Teaneck that complements the township's ongoing Street Smart NJ campaign.

He said the Local Capital Project Delivery Program authorized \$54.5 million in 2025, with two projects advancing to preliminary engineering, four to final design, and one under construction, including key bridge replacement and improvement projects. He noted that the Local Capital Project Delivery, Local Safety, and Transportation Alternatives programs together represent more than \$120 million in planning, design, and construction investments across the region.

Mr. Behrend reported that NJTPA continues to support important local and regional studies through the Subregional Studies Program, including the Hunterdon County Bicycle Plan, the Jersey City Transportation Plan, and the Somerset County Electric Vehicle Charging and Suitability Analysis. He added that UpNext North Jersey, the young adult advisory group, remains active and is recruiting new members.

In conclusion, he said all 15 subregions have submitted draft work programs and budgets for the upcoming Unified Planning Work Program. Central Staff are reviewing the submissions, and the draft plan will be shared with the Board and committees later this year.

**G. Featured Speaker: Kris Kolluri, President and CEO, NJ TRANSIT**

Kris Kolluri, President and CEO of NJ TRANSIT, congratulated the Board on adopting the TIP. He said the TIP reflects not only the work of the NJTPA but also the principle that these projects come together deliberately and with intention. He emphasized that the NJTPA works each day to ensure that projects designed to improve residents' lives remain central to the mission of the Metropolitan Planning Organization.

Mr. Kolluri reported that the TIP includes approximately \$5 billion in NJ TRANSIT capital projects, including \$1.74 billion dollars in fiscal year 2026. He said this represents a strong capital program and described NJ TRANSIT's structure as a three-legged stool consisting of funding, infrastructure and rolling stock, and human capital.

He highlighted NJ TRANSIT's commitment to modernization, including replacing all rail cars with multilevel equipment and all 2,400 buses by 2031 at an investment of nearly \$3 billion. He stated that reliability, safety, and security require decisive action, not aspiration.

Mr. Kolluri said the region cannot rely on infrastructure that is 150 years old and expects it to function without issues. As the former Chief Executive Officer of the Gateway Development Commission overseeing the Hudson Tunnel Project, he noted that the project is advancing along with other major initiatives, including the Portal North Bridge Project, which is nearly 80 percent complete, and construction of a new Raritan River Bridge on the North Jersey Coast Line.

Addressing workforce challenges, Mr. Kolluri said NJ TRANSIT cannot compete with private sector salaries, contributing to a public sector brain drain that must be addressed. He said the corporate transit tax has been essential because it provides predictable operational funding for the next five years.

He outlined NJ TRANSIT's efforts to expand revenue beyond fares and taxes through The LAND Plan: Leveraging Assets for Non farebox Dollars, introduced at Metropark Station in the Iselin section of Woodbridge. Mixed use development is underway around the Middlesex County transit hub, which includes an Amtrak Northeast Corridor stop, and Hackensack Meridian Health plans to relocate its headquarters there. Mr. Kolluri said the LAND Plan is expected to generate \$1.9 billion for NJ TRANSIT over 30 years, in addition to \$14 billion for the state and \$3 to \$4 billion for municipalities. He said this approach represents the path forward and depends on strong partnerships with counties and municipalities.

He also discussed efforts to reduce unpaid fares, which he estimated result in about \$80 million in lost revenue annually. New fare gates have been piloted at Secaucus and Newark Airport stations. The agency has increased roving patrols and is exploring technology to ensure riders pay before boarding, similar to practices on the Long Island Rail Road.

In conclusion, Mr. Kolluri said automation is expected within the next decade and that the transit system will change significantly as a result. Preparing for this shift will require protecting the workforce and securing meaningful financial investment. He said the recently enacted budget provides a solid foundation, but organizations must be prepared to adapt or risk operating an analog system in a digital world, which he said is not sustainable.

The presentation, along with a question-and-answer session with President and CEO Kolluri, can be found 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 Kenny. She said the committee reviewed one action item before the Board for a vote today, recommending approval of the Fiscal Year 2025 Transportation Alternatives Set-Aside (TASA) Program Projects. This program provides federal funding for community-based, non-traditional projects that enhance the cultural and environmental aspects of the nation's intermodal transportation system. The NJTPA received 45 applications, of which 36 met eligibility requirements. NJDOT approved funding for 29 projects, totaling \$29.3 million. All selected projects align with TASA Program goals, and Central Staff recommended approval of this action.

She said Central Staff also shared an update on the Route 1 Northbound Bridge project in Middlesex County. NJDOT prepared a financial plan for the project, which is required for those with total costs between \$100 million and \$500 million. This project will rehabilitate the Morrison Goodkind Bridge connecting New Brunswick and Edison and is estimated to cost \$161 million. Construction is expected to begin next fall and be completed in 2030.

### **Action Item 1: Approval of the FY 2025 Transportation Alternatives Set-Aside Program Projects (Attachment H.1) [Details here on page 20.](#)**

Sussex County moved the item, Union County seconded, and the First Vice Chair Kenny opened the floor to questions on the action item.

Trevor Howard, City of Newark, asked what the grant requirements were for the TASA Program and how the grantees were selected. He also asked if there were problems or issues with applications, how can the NJTPA and NJDOT provide clarity in the future. NJTPA Executive Director Behrend said staff would follow up with him to answer his questions.

The item carried with one abstention from City of Newark.

### **• Planning and Economic Development Committee**

Warren County Commissioner Jason Sarnoski, Committee Chair, said the meeting featured a presentation from Central Staff on the Complete Streets Technical Assistance Program. The NJTPA funds this program, and Sustainable Jersey and the Alan M. Voorhees Transportation Center at Rutgers University provide assistance. Projects have included corridor assessments, bicycle network plans, and assistance with Complete Streets policy development. The NJTPA recently solicited projects for the next round, which is scheduled to begin in Spring and Summer 2026. At the League of Municipalities conference in November, NJTPA staff will have a booth showcasing this and other municipal assistance programs.

He said the committee has one action item before the Board today and recommends Endorsement of the NJDOT Updated Roadway Functional Classification System. The Roadway Functional Classification System groups roads by the type of service provided. FHWA requires states, metropolitan planning organizations, and counties to update their urban area boundaries and corresponding functional classifications after each census. The next step in this process is for our Board to endorse the final classifications before NJDOT submits them to the FHWA.

### **Action Item 2: Endorsement of NJDOT Updated Roadway Functional Classification System (Attachment H.2) [Details here on page 26.](#)**

Morris County moved the item, City of Jersey City seconded, and it carried 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 Matt Soule of Parallel Systems and Daniel Smith of the Tioga Group presented a vision for transforming long-haul logistics using autonomous, battery-operated rail vehicles that operate without a locomotive.

He said the discussion also covered the limitations of current automation technology (autonomous vehicles, robots, drones) in terms of range and speed, noting that they are most effective within predictable infrastructure.

A pilot program for the autonomous rail system in Georgia has received Federal Railroad Administration approval and is moving forward to validate safety controls.

During reports from committee members, NJDOT reported the completion of phase one of its truck parking study and committed to providing freight management system input for all active NJDOT projects.

### **I. Public Participation**

There were no comments from the public.

### **Presentation of Plaques to Outgoing Board Members**

NJTPA Executive Director Behrend presented plaques for Chairman John P. Kelly and Commissioner Bette Jane Kowalski. Although Chairman Kelly was unable to attend the meeting, Mr. Behrend read part of the plaque's inscription saying the Chair oversaw increased federal investment in the region, guiding the adoption of a \$16 billion Transportation Improvement Program. Under his leadership, he oversaw the adoption of *Connecting Communities* and has been a vocal advocate for improving safety, addressing congestion, and maintaining transportation infrastructure in a state of good repair, particularly along Route 9 and Ocean County's many bridges.

Mr. Behrend thanked Commissioner Kowalski for her dedicated service to the people of our region during five years on the Board and wished her well in her retirement from elected office. He said Commissioner Kowalski was a strong supporter of the Street Smart NJ pedestrian safety program, participating in numerous campaigns in Union County and has advocated for improving rail service through her active participation in the Raritan Valley Rail Coalition, as well as her support for prioritized Hudson Tunnel Project funding.

Commissioner Kowalski said she was honored to serve on the Board and thanked her colleagues, all the staff and the partner agencies for the work that they do.

First Vice Chair Kenny thanked her for always putting the residents of the region first in her work, a sentiment Commissioner Shaw echoed.

### **J. Time and Place of Next Meeting**

The next Board meeting is Monday, January 12, 2026, at 10:30 a.m. at NJTPA, One Newark Center, (1085 Raymond Blvd.), Newark, NJ 07102.

### **K. Adjournment**

Warren County made a motion to adjourn at 11:58 a.m., Morris County seconded, and it carried unanimously.

**NORTH JERSEY TRANSPORTATION PLANNING AUTHORITY, INC.**  
**Meeting of the Board of Trustees**  
**Attendance Record: November 10, 2025**

<b>Subregion/Agency</b>	<b>Voting Board Members/Alternates</b>	<b>Staff &amp; Others</b>
Bergen County	Peter Kortright	
Essex County	David Antonio	
Hudson County	Mark Kataryniak	Tanner Thul
Hunterdon County	Hon. Susan Soloway	Alan Hunt Bob Hornby
Jersey City	Michael Manzella	
Middlesex County	Hon. Charles Kenny	
Monmouth County	Joseph Ettore	
Morris County	Hon. Stephen Shaw	John Hayes
Newark	Dolores Martinez-Wooden	Trevor Howard
Ocean County	Mark Jehnke	Gregory Smith
Passaic County	Hon. John Bartlett	Adam Bradford
Somerset County	Hon. Sara Sooy	
Sussex County	Tom Drabic	
Union County	Hon. Bette Jane Kowalski	
Warren County	Hon. Jason Sarnoski	Ryan Conklin
Office of the Governor	Dorian Smith	
NJDOT	Eric Powers	
NJ TRANSIT	Jeremy Colangelo-Bryan	Kris Kolluri Anthony Greico
PANYNJ	Jay Shuffield	
Citizens Representative	Charles Burton	

<b>Other Attendees</b>	
Ted Del Guercio, III	McManimon, Scotland & Baumann, LLC
Various members of Central Staff	NJTPA
Andrew Lappitt	Michael Baker International
Edward Murray	
Bob Werkmeister	GPI
William Dungo Joe Koy Shawn Tepper	UHB

**Approved November 10, 2025**

**DRAFT RESOLUTION: APPROVAL OF PROJECTS FOR THE 2025 TRANSPORTATION ALTERNATIVES SET-ASIDE 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 Transportation Alternates Set-aside Program (TASA) is supported in the Infrastructure Investment and Jobs Act of 2021 with a set-aside of funds under the Surface Transportation Block Grant Program (STBGP); and

**WHEREAS**, the TASA Program provides an opportunity for eligible applicants to apply for federal funding for the construction of community based “non-traditional” projects designed to strengthen the cultural, aesthetic, and environmental aspects of the nation’s intermodal system; and

**WHEREAS**, the New Jersey Department of Transportation (NJDOT) conducted a solicitation for the program in December 2024 inviting eligible applicants to apply; and

**WHEREAS**, NJDOT received 45 applications in the NJTPA region, 36 of which were eligible; and

**WHEREAS**, a Technical Review Committee comprised of NJTPA Central Staff, the NJDOT Division of Local Aid, Division of Traffic Engineering and Safety and the Bureau of Environmental Program Resources reviewed the applications; and

**WHEREAS**, within the NJTPA region, the NJDOT has agreed to fund the top-scoring TASA projects with a combined funding total of \$29.3 million; and

**WHEREAS**, the recommended projects address the goals of the programs as defined; 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 Transportation Alternatives Set-aside 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 November 10, 2025**

**DRAFT RESOLUTION: ENDORSEMENT OF NEW JERSEY DEPARTMENT OF  
TRANSPORTATION UPDATED ROADWAY FUNCTIONAL  
CLASSIFICATION SYSTEM**

**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 Federal Highway Administration requires that states, in consultation with MPOs, classify all roadways by their functional classification based on a map of adjusted urban area boundaries completed every 10 years after each decennial census; and

**WHEREAS**, the NJTPA endorsed New Jersey Department of Transportation's (NJDOT's) adjusted urban boundary map on November 13, 2023; and

**WHEREAS**, the NJDOT has subsequently prepared, in consultation with NJTPA and its subregions, an updated roadway functional classification system based on the adjusted urban boundary map; 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 endorses the attached map of adjusted roadway functional classification map; 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.

Attachments H.1.a, H.1.b, H.1.c

**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.

## Summary of Action

### **Minor Amendment to the FY 2026-2029 Transportation Improvement Program to Add the Broad Street, Bridge over Dorotockeys Run Tributary Project in Bergen County**

**Action:** Approval of a request from the Borough of Norwood to amend the FY 2026-2029 Transportation Improvement Program (TIP) by adding the Broad Street Bridge over Dorotockeys Run Tributary project, as detailed below.

**Minor Amendment:**

- **Broad Street, Bridge over Dorotockeys Run Tributary, Bergen County, DBNUM N2405**

The Borough of Norwood has requested that this project, which will replace the Broad Street Bridge with a precast concrete culvert, be added to the TIP. This project will be programmed with \$0.800 million of DEMO funds for Preliminary Engineering (PE) in Federal Fiscal Year (FFY) 2026 through a Community Project Funding/Congressionally Directed Spending grant awarded from the Federal Highway Administration (FHWA). The inclusion of this project in the TIP is a requirement of the FHWA to complete the funding authorization process for the Borough of Norwood. Once authorized, design work, as well as land use permitting, soil conservation district certifications, and public meeting coordination, can be completed.

**Background:** According to the Statewide Memorandum of Understanding (MOU) for TIP/STIP Revisions, when a project or program that uses FHWA or Federal Transit Administration (FTA) funds is required to be added to the TIP 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 Board of Trustees. The following TIP revision falls within the MOU guidelines to be approved as a minor amendment.

The requested revision has been reviewed by Central Staff and the County of Bergen. The project does not require an air quality conformity determination and does not impact the current conformity determination. Fiscal constraint is maintained through a competitive FY 2023 FHWA Community Project Funding/Congressionally Directed Spending grant award in the amount of \$0.800 million. Additional information is provided in the attached documents.

**Justification for Action:** Approval of this revision to the FY 2026-2029 TIP will allow the federal grant funds to be authorized and the referenced project to advance.

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

## NJTPA TIP FY 2026 - 2029 Revision Package ID # 26001

### Broad Street, Bridge over Dorotockeys Run Tributary

The project involves the replacement of the deteriorated bridge over Dorotockeys Run Tributary with a three-sided precast concrete culvert. Associated improvements include bank stabilization and channel restoration. The replacement involves installing a temporary cofferdam to create a safe working environment before dismantling the existing structure. The bridge's supporting structure will be rebuilt along with the bridge deck and parapets. The footings will either be repaired or replaced, especially the northern abutment as it is cracked. Steel reinforcements and concrete replacements will be placed within the structure to increase structural integrity. The drainage system for the bridge and roadway will be reconstructed within the same project to protect the bridge from further structural damage. Once the bridge is rebuilt, a 4' concrete sidewalk will be installed, and the road will be repaved.

This project has received:

\$ .800 million of FHWA FY 23 Community Project Funding/Congressionally Directed Spending Program funds.

DBNUM: N2405	AQ Code: S19 (Exempt)	Est. Total Project Cost: \$0.800 (Million)	Sponsor: Borough of Norwood
Routes:	Mileposts:	RCIS: Bridge Preservation	
County: Bergen		Municipality: Borough of Norwood	

### Requested TIP Revision

#### *Action Taken*

The Borough of Norwood has requested that this project, which will replace the Broad Street Bridge with a precast concrete culvert, be added to the TIP. This project will be programmed with \$0.800 million of DEMO funds for Preliminary Engineering (PE) in Federal Fiscal Year (FFY) 2026 through a Community Project Funding/Congressionally Directed Spending grant awarded from the Federal Highway Administration (FHWA).

#### *Reason for Change*

The inclusion of this project in the TIP is a requirement of the FHWA to complete the funding authorization process for the Borough of Norwood. Once authorized, design work as well as land use permitting, soil conservation district certifications, and public meeting coordination can be completed.

#### *Fiscal Constraint*

Fiscal constraint is maintained through a competitive FY 2023 FHWA Community Project Funding/Congressionally Directed Spending grant award in the amount of \$0.800 million.

#### *Pending TIP*

MPO	PHASE	FUND	Constrained TIP				Unconstrained	
			2026	2027	2028	2029	Total	2030-2035
NJTPA	PE	DEMO	0.800				0.800	
		TOTAL (\$ million)	0.800				0.800	



## BOROUGH OF NORWOOD

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Jordan Padovano  
Borough Administrator  
(201) 784-2965  
Jpadovano@norwoodboro.org

November 3, 2025

Via E-Mail

Mr. David W. Behrend

Executive Director

North Jersey Transportation Planning Authority

One Newark Center, 17th Floor

Newark, NJ 07102

Dear Mr. Behrend:

Please let this letter serve as the Borough of Norwood's request to include the municipality's Broad Street Bridge Broad Street Bridge Over Dorotockeys Run Tributary Replacement Project within the North Jersey Transportation Planning Authority's (NJTPA) Transportation Improvement Program (TIP).

This Bridge Replacement Project, which has been designated for a \$800,000.00 award from the FY 2023 Community Project Funding through Congressman Josh Gottheimer's office, will include replacement of the existing bridge on Broad Street over Dorotockeys Run Tributary. This project will include demolition and removal of the existing deteriorating bridge and the construction of a new three-sided precast concrete frame structure. Associated improvements include bank stabilization and channel restoration. Inclusion of this Project in the NJTPA's TIP is a requirement to complete the funding authorization process for the Borough of Norwood.

Pertaining to this request for inclusion of this project on the TIP, please find the following requested information:

Contact name for the Project: Jordan Padovano, Borough Administrator

Project Total Cost: Preliminary Engineering: \$800,000

Source of Local Match Funds: There are no matching funds required for this grant.

Schedule for Authorization of Federal Funds: The Borough of Norwood anticipates authorization of funding in February 2026.

Funding Table: Upon notification of authorization to spend Federal funds, the Borough of Norwood will develop a Request for Proposal, which will be posted and made available in accordance with public procurement laws, to interested parties for the purpose of completing Preliminary Engineering for the Project. The Borough of Norwood anticipates authorization for Preliminary Engineering by February 2026.

Description of Work: The project scope involves completing Preliminary Engineering for the proposed three-sided precast concrete culvert. Items within this scope include obtaining all necessary NJDEP Land Use permits, following and

completing all requirements and procedures for Preliminary Engineering, obtaining Bergen County Soil Conservation District Certification, preparation of final bid documents and specifications for public bidding, coordinating and attending required Public Action Plan meetings, and obtaining approval for structural items from NJDOT Local Aid.

Geographic Area: The Projected is located on Broad Street in Norwood, Bergen County, New Jersey. The Municipality is located within Congressional District 5.

The Borough of Norwood appreciates your review and consideration of this project. If you have any questions or require additional information, please do not hesitate to contact the undersigned.

Sincerely,

A handwritten signature in black ink, appearing to read 'JP', with a long horizontal flourish extending to the right.

Jordan Padovano, RMC, CMC

Borough Administrator / Clerk

Borough of Norwood

CC: Scott Loverich, PE, Borough Engineer

Veronica Murphy, NJDOT

Attachments H.2.a, H.2.b, H.2.c

**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 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.

## Summary of Action

### Approval of the Memorandum of Understanding on Statewide Procedures to Revise the Transportation Improvement Program and the State Transportation Improvement Program

**Action:** Request to approve the proposed revisions to the Memorandum of Understanding (MOU) among the North Jersey Transportation Planning Authority (NJTPA), Delaware Valley Regional Planning Commission (DVRPC), South Jersey Transportation Planning Organization (SJTPO), New Jersey Transit Corporation (NJ TRANSIT) and New Jersey Department of Transportation (NJDOT) on statewide procedures for Transportation Improvement Program (TIP) and State Transportation Improvement Program (STIP) revisions.

**Background:** The NJTPA's TIP may be revised at any time, under procedures agreed to by its partner agencies and consistent with the procedures established by the federal Metropolitan Transportation Planning and Programming requirements (23 CFR 450). TIP revisions are currently guided by procedures set out in a statewide MOU executed in 2012. The aforementioned MOU was first approved by NJDOT, NJ TRANSIT and NJTPA in 1995 with updates in 1999, 2007 and 2012 that were expanded to include all three Metropolitan Planning Organizations in New Jersey. A number of years has passed since the last MOU update and revisions are needed to align with surface transportation bill guidelines from the Fixing America's Surface Transportation Act and the more recent Infrastructure Investment and Jobs Act. Additionally, inflation and escalating material, labor and equipment costs need to be accounted for.

The proposed procedures maintain the same classifications for TIP amendments and modifications, as well as the following NJTPA approval actions outlined in the current MOU. Administrative modifications are approved by the Executive Director. The Project Prioritization Committee approves committee modifications and approves amendments to advance to the Board of Trustees. Major and minor TIP amendments must be approved by the NJTPA Board of Trustees before action can be taken in eSTIP. Additionally, the Executive Director can decide that a proposed modification go before the Committee or full Board if they feel it is warranted.

Amendments are categorized into two classes: major amendments affecting air quality conformity (i.e., for non-exempt project additions, scope changes, and project completion date changes) and minor amendments that do not require a new regional conformity determination (i.e., for other additions/deletions; addition of phase that results in moving major phases of work out of the four year TIP/STIP; funding source change from non-federal to federal; swapping of FHWA or FTA funds with non-federal funds; monetary threshold changes). Changes not considered amendments shall be considered modifications categorized into three classes: informational, administrative, and committee.

Central Staff, working cooperatively with NJDOT, NJ TRANSIT, DVRPC, and SJTPO, has recommended revisions to the MOU to reflect the changes that have become necessary since it

was last approved in 2012. Noteworthy changes to this update include updating regulatory references; adding new definitions and providing more details on existing ones; including a provision to address the increase in competitive grants with the most recent transportation bill; and changes to monetary thresholds for informational, administrative, and committee modifications, as well as minor amendments, which now also consider the overall estimated costs of the construction project. A summary document is provided for further reference, as well as the MOU in its entirety.

**Justification for Action:** Approval of the revised MOU among the three New Jersey MPOs, NJ TRANSIT and NJDOT on Statewide Procedures for TIP/STIP Revisions will allow federal funded projects to advance and be authorized in a timely manner.

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

## Memorandum of Understanding (MOU): Revisions to the TIP/STIP Summary

Proposed MOU	Change from Previous MOU
<p>2 Classes of <b>Amendments</b>:</p> <ul style="list-style-type: none"> <li>• <b>Major</b> <ul style="list-style-type: none"> <li>- Any project addition that's non-exempt unless deemed NRS or project level analysis would not change conformity finding</li> <li>- Scope change that triggers a new conformity analysis</li> <li>- Schedule change that triggers a new conformity analysis</li> </ul> </li> <li>• <b>Minor</b> <ul style="list-style-type: none"> <li>- Program cost increase &gt;\$15M</li> <li>- CD, PE, DES, ROW, UTL phase increase &gt;\$15M</li> <li>- CON phase or D/B (&lt;\$25M) increase &gt;\$15M</li> <li>- CON phase or D/B (&gt;\$25M-\$100M) increase &gt;\$20M</li> <li>- CON phase or D/B (&gt;\$100M) increase &gt;\$30M</li> <li>- Any project addition, deletion, scope change or conversion from non-federal to federal which would not trigger a new conformity analysis</li> <li>- Swap FHWA or FTA funds with non-federal funds</li> <li>- Addition of phase that results in moving major phases of work out of 4 year TIP/STIP</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>• Provided additional details to existing revisions that remain and updated monetary thresholds to address inflation and escalating material, labor, and equipment costs</li> </ul>
<p>3 Classes of <b>Modifications</b>:</p> <ul style="list-style-type: none"> <li>• <b>Informational Modifications:</b> <ul style="list-style-type: none"> <li>- CD, PE, DES, ROW, UTL phase increase &lt;=\$1.5M</li> <li>- Program cost increase &lt;= to \$5M</li> <li>- CON phase or D/B (&lt;\$10M) increase &lt;=\$5M</li> <li>- CON phase or D/B (&gt;\$10M-\$25M) increase &lt;=\$7.5M</li> <li>- CON phase or D/B (&gt;\$25M-\$100M) increase &lt;=\$10M</li> <li>- CON phase or D/B (&gt;\$100M) increase &lt;=\$15M</li> <li>- Additional costs for Incidental ROW</li> <li>- Funding shifts between federal sources and/or addition of state funds</li> <li>- Funding changes to SW Program line items</li> <li>- The correction of technical information</li> </ul> </li> <li>• <b>Administrative Modifications:</b> <ul style="list-style-type: none"> <li>- CD, PE, DES, ROW, UTL phase increase &gt;\$1.5M to &lt;=\$5M</li> <li>- Program Line cost increase &gt;\$5M to &lt;=\$10M</li> <li>- CON phase or D/B (&lt;\$10M) increase &gt;\$5M to &lt;=\$7.5M</li> <li>- CON phase or D/B (&gt;\$10M-\$25M) increase &gt;\$7.5M to &lt;=\$10M</li> <li>- CON phase or D/B (&gt;\$25M-\$100M) increase &gt;\$10M to &lt;=\$15M</li> <li>- CON phase or D/B (&gt;\$100M) increase &gt;\$15M to &lt;=\$20M</li> <li>- When a phase is moved among the 1st 4 years of the TIP/STIP</li> <li>- When phase is added/deleted from current year, but overall schedule is not affected</li> <li>- Changing federal NRS project to non-federal</li> <li>- Excessive bid overrun</li> <li>- Adding federal unobligated prior year balances</li> <li>- Adding awarded competitive FHWA or FTA grant</li> <li>- Other &amp; Executive Director discretion</li> </ul> </li> <li>• <b>Committee Modifications:</b> <ul style="list-style-type: none"> <li>- CD, PE, DES, ROW, UTL phase increase &gt;\$5M to &lt;=\$15M</li> <li>- Program Line cost increase &gt;\$10M to &lt;=\$15M</li> <li>- CON phase or D/B (&lt;\$10M) increase &gt;\$7.5M to &lt;=\$15M</li> <li>- CON phase or D/B (&gt;\$10M-\$25M) increase &gt;\$10M to &lt;=\$15M</li> <li>- CON phase or D/B (&gt;\$25M-\$100M) increase &gt;\$15M to &lt;=\$20M</li> <li>- CON phase or D/B (&gt;\$100M) increase &gt;\$20M to &lt;=\$30M</li> <li>- Advancing projects from local program and adding them to TIP as individual project</li> <li>- Flexing funds from FHWA to FTA &gt;\$5M but &lt;\$15M</li> <li>- Executive Director discretion</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>• Removed provisions that are no longer necessary, added provisions for additional clarity, provided additional details to existing revisions that remain, and updated monetary thresholds to address inflation and escalating material, labor, and equipment costs</li> </ul>

# MEMORANDUM OF UNDERSTANDING

## Statewide Procedures for TIP/STIP Revisions

Among the

**Delaware Valley Regional Planning Commission,  
North Jersey Transportation Planning Authority,  
South Jersey Transportation Planning Organization,  
New Jersey Transit Corporation,  
and  
New Jersey Department of Transportation**





## PURPOSE

This Memorandum of Understanding (MOU) establishes a set of procedures to be used for processing and implementing revisions to the regional Transportation Improvement Program (TIP) of each of the three Metropolitan Planning Organizations (MPOs), as well as the New Jersey Statewide Transportation Improvement Program (STIP). The three MPOs responsible for TIP revisions are the Delaware Valley Regional Planning Commission (DVRPC), the North Jersey Transportation Planning Authority (NJTPA), and the South Jersey Transportation Planning Organization (SJTPO). The two state agencies responsible for STIP revisions are the New Jersey Department of Transportation (NJDOT) and the New Jersey Transit Corporation (NJ TRANSIT).

This MOU represents the parties' entire understanding and agreement with respect to TIP/STIP revisions and supersedes all prior agreements between and among any of the parties with respect to such revisions.

At the discretion of the MPO, the procedures outlined shall also apply to any third-party agencies who request a revision to the TIP/STIP.



## DEFINITIONS

For the purpose of this MOU the following meanings apply:

**Advance Construction** - A technique which allows a State to initiate a project using non- federal funds while preserving eligibility for future federal-aid funds. Eligibility means that the Federal Highway Administration (FHWA) has determined that the project technically qualifies for federal aid; however, no present or future federal funds are committed to the project. After an Advance Construction project is authorized, the State may convert the project to regular federal-aid funding provided federal funds are made available for the project.

**Congestion Management Process (CMP)** – A federally mandated systematic approach to managing congestion which is required in Transportation Management Areas (TMAs) with a population exceeding 200,000. It provides information on transportation systems' performance regarding accessibility, mobility, reliability and a range of strategies to address congestion and enhance the movement of people and goods. As outlined in 23 C.F.R. § 450.322.

**Design Build (DB)** - A project delivery method in which a single entity, the Design Builder, manages both the design and construction phases. This approach fosters communication, minimizes risks for the owner, encourages innovation in design and construction, and often results in faster project completion compared to the traditional design-bid-build method.

**e-STIP**<sup>1</sup> - A transaction tool to enhance the development and management of the TIP/STIP through Internet-based submission, processing, and approval of amendments and modifications to the TIP/STIP. e-STIP reports financial information, tracks and archives amendment and modification actions, and promotes interagency collaboration. It supports policy makers in making better informed decisions and promotes electronic Government services.

**Federal Fiscal Year (FFY)** - The U.S. federal government 12-month budgetary period that begins October 1<sup>st</sup> and ends September 30<sup>th</sup>.

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<sup>1</sup> Note, for TIP/STIP actions that amend or modify "Unobligated Prior Year Balance", these TIP/STIP actions may advance provided that the affected parties are notified in writing until such time that e-STIP can process such actions in a manner acceptable to FTA Region 2 and FTA Region 3.

**Fiscal Constraint** - A demonstration of sufficient funds (federal, state, local or private) to implement proposed transportation system improvements, as well as to operate and maintain the entire system, through the comparison of revenues and costs.

**Flexing Funds** - The transfer of federal funds between the federal highway and transit programs, as outlined in 23 U.S.C. § 104(f); and 49 U.S.C. § 5334(i).

**Interagency Consultation Group (ICG)** - A group of stakeholders consisting of state and federal agency representatives designated to guide the transportation conformity process, review and approve the conformity demonstration's assumptions and methodology, and fulfill the federal requirement for interagency consultation. Included are members from the United States Department of Transportation-including both the FHWA and the Federal Transit Administration (FTA)-the United States Environmental Protection Agency (USEPA), the New Jersey Department of Environmental Protection (NJDEP), the NJDOT, NJ TRANSIT, and neighboring MPO's. This group works cooperatively to ensure the MPO's conformity demonstrations and processes follow federal guidance and meet all federal requirements.

**Memorandum of Understanding (MOU)** - This agreement among the MPOs, the NJDOT, and NJ TRANSIT establishing the principles that will govern how revisions to the TIP/STIP are processed and implemented.

**Metropolitan Planning Organization (MPO)** - A federally mandated and federally funded transportation organization that is made up of representatives from local government and governmental transportation authorities to carry out the metropolitan transportation planning process. MPOs plan all federally funded transportation investments and serve as a forum for local officials, public transportation providers, and state agency representatives to cooperatively plan to meet a region's current and future needs.

- **Delaware Valley Regional Planning Commission (DVRPC)** – The MPO that serves the New Jersey counties of Burlington, Camden, Gloucester and Mercer. This MPO also serves the Greater Philadelphia region.
- **North Jersey Transportation Planning Authority (NJTPA)** – The MPO that serves the New Jersey counties of Bergen, Essex, Hudson, Hunterdon, Middlesex, Monmouth, Morris, Ocean, Passaic, Somerset, Sussex, Union and Warren.
- **South Jersey Transportation Planning Organization (SJTPO)** – The MPO that serves the New Jersey counties of Atlantic, Cape May, Cumberland, and Salem.

**New Project** - A project that has no prior obligations or programming in a previous STIP.

**Parties** – the parties to this MOU are the DVRPC, NJTPA, SJTPO, NJDOT, and NJ TRANSIT.

**Program Line Item** - A commitment of funds to an item identified in the TIP/STIP with a specific scope of work but not a precise geographic location, the effort of which will improve the transportation system.

**Project** - A commitment of funds to an item identified in the TIP/STIP with a specific scope of work at a precise geographic location, the effort of which will improve the transportation system.

**Project Sponsor** - The lead agency with primary responsibility for implementing a project, typically the NJDOT or NJ TRANSIT, but may also include an MPO, a county or city government, or an independent authority.

**Regionally Significant Project** – A transportation project (other than projects that may be grouped in the TIP and/or STIP or exempt projects as defined in EPA's transportation conformity regulations (40

C.F.R. Part 93, Subpart A)) that is on a facility that serves regional transportation needs (such as access to and from the area outside the region; major activity centers in the region; major planned developments such as new retail malls, sports complexes, or employment centers; or transportation terminals) and would normally be included in the modeling of the metropolitan area's transportation network. At a minimum, this includes all principal arterial highways and all fixed guideway transit facilities that offer an alternative to regional highway travel.

**Regional Transportation Plan (RTP)** - A federally mandated long-range transportation plan prepared by an MPO for its region. Also known as Long-Range Transportation Plan (LRTP), aka Long-Range Plan (LRP), aka Metropolitan Transportation Plan (MTP).

**Statewide Transportation Improvement Program (STIP)** - A staged, multi-year, statewide, intermodal program of transportation projects, consistent with the statewide transportation plan and planning processes as well as metropolitan plans, TIPs, and processes.

**Subregion** - The jurisdictions that comprise an MPO. This may include a county or city government.

**Transportation Conformity (Air Quality)** - A Clean Air Act (42 U.S.C. 7506(c)) requirement that ensures that Federal funding and approval are given to transportation plans, programs and projects that are consistent with the air quality goals established by a State Implementation Plan (SIP). Conformity to the purpose of the SIP means that transportation activities will not cause new air quality violations, worsen existing violations, or delay timely attainment of the NAAQS or any required interim emission reductions or other milestones in any nonattainment or maintenance area. The transportation conformity regulations (40 C.F.R. Part 93, Subpart A) sets forth policy, criteria, and procedures for demonstrating and assuring conformity of transportation activities.

**Transportation Improvement Program (TIP)** - A document prepared by an MPO that lists projects that are drawn from the Regional Transportation Plan and are to be funded with FHWA/FTA funds for a multi-year period, as well as all regionally significant projects regardless of funding source.

**Unobligated Prior Year Balance** - Federal funds programmed for obligation in a Federal Fiscal Year (FFY) prior to the current FFY and that were not obligated in an FTA grant.

**U.S. Environmental Protection Agency (EPA)** – Federal regulatory agency that leads the nation's environmental science, research, education and assessment efforts.



## AGREEMENT

In adopting a TIP, the parties agree to a shared set of capital investments that implement each of the MPO's Regional Transportation Plans. After approval of the TIPs by the MPOs and the Governor of the State of New Jersey or the New Jersey Commissioner of Transportation, if so designated, each of the three TIPs for New Jersey is consolidated without revision into the New Jersey STIP, pursuant to 23 U.S.C. § 135 (Statewide Transportation Planning). The New Jersey STIP is submitted to FHWA and FTA for approval. The approved STIP serves as the reference document required under federal regulations (23 C.F.R. § 450.218) for use by FHWA, FTA and EPA in approving the expenditure of federal funds for transportation projects in New Jersey.

The Federal Statewide and Metropolitan Planning regulations contained in 23 C.F.R. Part 450 govern the development of individual MPO TIPs, the STIP, and the process for revisions of these documents. 23 C.F.R. § 450.328 permits the use of expedited procedures to revise the TIP/STIP, as agreed to by the cooperating parties consistent with federal regulations for TIP/STIP development and approval. This MOU shall in its entirety constitute such agreement.

The parties agree to demonstrate Fiscal Constraint for all amendments and modifications to a TIP/STIP pursuant to 23 C.F.R. Part 450 and 49 C.F.R. Part 613 and to identify all projects involved in such revisions on a Fiscal Constraint chart to be developed by each party. The parties agree to provide the information via e-STIP. These confines apply to statewide projects and Program Line Items as well as regional and local projects.



## **A. AMENDMENTS**

TIP/STIP revisions that involve a major change to a project or program in the TIP/STIP are classified as amendments. Requests for amendments are submitted to the MPO Board for action, require public involvement and the approval of FHWA or FTA. Major changes may include significant changes to the purpose and need for the project and/or, changes in project scope (e.g. changing the number of through traffic lanes or changing the number of stations in the case of fixed guideway transit projects), or major changes in project funding needs. Minor changes to projects, and/or changes to project funding needs will be addressed under Section B. Modifications. There are two classes of amendments, minor and major.



### **1. Minor Amendment**

Any TIP/STIP amendment that does not affect Transportation Conformity and does not require a new regional conformity determination may be a Minor Amendment or Modification. The parties agree that, provided the TIP/STIP action is not a Major Amendment, it is a Minor Amendment under any of the following circumstances:

- a) When there is an addition of a new project or program into the TIP/STIP that uses federal funds or unobligated prior year balances.
- b) When there is a deletion of a project or program from the TIP/STIP that uses federal funds in its entirety from the TIP/STIP.
- c) When there is an addition of a development phase to a project that results in moving all major phases of work out of the 4-year TIP/STIP.
- d) When there is a funding source change for a project in the TIP/STIP from the use of non-federal funds to the use of federal funds.
- e) When there is a swap of FHWA or FTA funds in exchange for a commensurate amount of non-federal funding between the NJDOT and NJ TRANSIT.

If none of these conditions exist, and the action does not affect conformity, then the change may qualify as a Minor Board Amendment (Section 1A) or Modification (Section B). As described within Definitions, a New Project is a project that has no prior obligations or was not included in a previous STIP. If a project was included in a previous STIP document or appendix, identified as receiving State or Federal funding, or identified within any sections of the STIP, such as NJDOT projects, NJ TRANSIT projects, MPO Local projects, DRPA-PATCO projects, PANYNJ-PATH/ GDC projects, Transportation Authorities projects, Competitive grants, Earmark projects, and Study and Development program, it is not considered to be a new project and any proposed changes to that project will be managed under provisions provided for Amendments and Modifications.



#### **1A. Minor Board Amendment**

The parties agree that the following circumstances require action by the MPO at the Board level. Additionally, the Executive Director of the MPO can determine at any time that Board action is necessary. In cases when TIP/STIP Minor Board Amendment or Modification would result in an actual loss of federal funding, obligation authority or as documented in the August Redistribution Strategic Authorization Plan, the Minor Board Amendment or Modification can be processed as an Administrative Modification, provided that all parties agree in writing. Alternatively, the MPO may choose to conduct a special Committee and/or Board meeting to review and approve the action. If the Minor Board Amendment or Modification is processed as an Administrative Modification, it will be presented at the next board meeting rather than submitted for board approval prior to implementation.

- a) When the programmed cost of a Concept Development, Preliminary Engineering, Final Design, Right of Way, or Advanced Utility phase of work of a project increases by more than \$15,000,000.
- b) When the programmed cost of a Program Line Item increases by more than \$15,000,000.**
- c) When the programmed cost of a project’s Construction phase or the cost of a Design/Build (<\$25M) project increases by more than \$15,000,000.**
- d) When the programmed cost of a project’s Construction phase or the cost of a Design/Build (>\$25M - \$100M) project increases more than \$20,000,000.**
- e) When the programmed cost of a project’s Construction phase or the cost of a Design/Build (>\$100M) project increases more than \$30,000,000.**

<b>Board Amendment</b>	
<i>Concept Development, Preliminary Engineering, Final Design, Right of Way or Advanced Utility</i>	More than \$15,000,000
<i>Program Line Item</i>	More than \$15,000,000
<i>Construction, Design/Build (Between \$0- \$25M)</i>	More than \$15,000,000
<i>Construction, Design/Build (Between &gt;\$25M - \$100M)</i>	More than \$20,000,000
<i>Construction, Design/Build (Greater than \$100M)</i>	More than \$30,000,000



## **2. Major Amendment**

Any TIP/STIP action that affects Transportation Conformity and would require a new regional conformity determination is a Major Amendment. The MPO, in consultation with the ICG as necessary, will determine if the change to, or the addition of, a project would:

- a) Add a new project that is non-exempt from conformity analysis as per the Transportation Conformity regulations (40 C.F.R. §§ 93.126 and 93.127) (unless it is deemed “Not Regionally Significant (NRS)” or can be subject to a project level analysis that would not change the conformity finding); or
- b) Change the project scope so that it becomes non-exempt from conformity analysis as per the Transportation Conformity Rule (40 C.F.R. §§ 93.126 and 93.127); or
- c) Change a non-exempt project’s completion date such that it would change the conformity analysis year.

If the MPO determines that any of these conditions exists, then the change qualifies as a Major Amendment. If none of these conditions exists then the change qualifies as either a Minor Amendment or Modification.



### **3. Amendment Procedures**

Whenever any circumstance requiring a Major or Minor Amendment occurs, the Project Sponsor shall give the MPO (whose TIP the revision affects) sufficient notice (as defined by the MPO) to acquire the necessary committee and board level approvals. The Project Sponsor shall provide documentation, via eSTIP, that adequately details the TIP revision, with a clear explanation justifying the amendment. The project data required for the TIP/STIP listing shall include the funding source(s), how Fiscal Constraint shall be maintained, and sufficient descriptive information for a conformity and/or congestion management process (CMP) determination.

In the event it is not possible to submit a TIP/STIP action request in eSTIP, a requesting agency may submit the TIP/STIP action request via letter or e-mail correspondence to the appropriate MPO(s) and federal agency. The written correspondence will include all required information about the requested TIP/STIP action that would normally be provided in eSTIP. The MPO(s) and federal agency may also submit their respective approvals or responses via written correspondence. The requesting agency shall follow up with a submission of the same TIP/STIP action request via eSTIP as soon as the eSTIP system is available for processing the requested action.

In the event of immediate emergency repairs to a highway, bridge, or transit project, and upon written agreement of all parties that any delay would present a significant risk to the health, safety, or security of the public due to damaged infrastructure, the project sponsor may add a project utilizing any federal funding source as an administrative modification. The amendment will be presented at the next board meeting rather than submitted for board approval prior to implementation.

The MPO, in consultation with the ICG, shall determine if the proposed amendment requires a new TIP/SIP conformity determination. If the project is exempt under the USEPA Air Quality Conformity Rule (40 C.F.R. Parts 51 and 93), no such determination by the MPO shall be required and this MOU's procedures pertaining to Minor Amendments shall apply. If the project is not exempt, the MPO shall determine through consultation with the ICG whether a new TIP/SIP air quality conformity determination will be required and request that the ICG determine whether a project is NRS.

The Project Sponsor shall provide information on the project design and scope to enable the MPO to code the travel networks for the regional emissions analysis. Upon receipt of the project design and scope information, the MPO shall conduct the regional emissions analysis.

For amendments requiring a new MPO conformity determination, NJDOT or NJ TRANSIT shall forward the conformity determination for its projects to FHWA and FTA and apply for joint conformity finding to be made by FHWA and FTA after consultation with USEPA. Following FHWA/FTA approval, NJDOT will notify the MPO of the approval.

Amendments to the TIP/STIP require public review according to their classification as Major or Minor. Major Amendments must have a 30-day public comment period as delineated by the MPO. Minor Amendments must comply with the MPO public policy document but do not require a 30-day review period.

Following amendment approval by the MPO Board, the MPO shall forward to NJDOT or NJ TRANSIT via e-STIP a completed package containing the following documentation:

- a) A document acknowledging Board approval, requesting approval from FHWA or FTA for the

amendment and providing assurance of all necessary compliance (i.e., adherence to public participation, congestion management, conformity and Fiscal Constraint requirements);

- b) The TIP Modification Request Form (which states the type of project change, the action taken and the reason for the action); and
- c) The revised TIP/STIP page(s). Upon receipt of this approval package from the MPO, the NJDOT and NJ TRANSIT shall submit the STIP amendment via e-STIP to FHWA and FTA for review and approval.



## **B. MODIFICATIONS**

The parties agree that all changes to the TIP/STIP that are not amendments as described above shall be considered modifications, of which there are three classes as defined below.

### **1. Informational Modifications -**

The parties agree that federal funding changes to the TIP/STIP under the following circumstances do not require further MPO action and are referred to as Informational Modifications:

- a) When the programmed cost of a Concept Development, Preliminary Engineering, Final Design, Right of Way or Advanced Utility phase of work of a project increases by an amount less than or equal to \$1,500,000.
- b) When the programmed cost of a Program Line Item increases by an amount less than or equal to \$5,000,000.
- c) When the programmed cost of a project's Construction phase or the cost of a Design/Build (Between \$0 - 10M) project increases by an amount less than or equal to \$5,000,000.
- d) When the programmed cost of a project's Construction phase or the cost of a Design/Build (>\$10M - \$25M) project increases by an amount less than or equal to \$7,500,000.
- e) When the programmed cost of a project's Construction phase or the cost of a Design/Build (>\$25M - \$100M) project increases by an amount less than or equal to \$10,000,000.
- f) When the programmed cost of a project's Construction phase or the cost of a Design/Build (>\$100M) project increases by an amount less than or equal to \$15,000,000.
- g) When there is an additional cost for incidental right-of-way. Incidental right-of-way is the purchase of real property or a property interest (e.g., an easement) for an amount less than or equal to \$500,000 that shall not involve the taking of residential or business structure(s) or environmentally sensitive property. The parties agree that if a project is listed in an approved TIP/STIP for a Final Design or Construction phase of work and an incidental right-of-way need is discovered during the Final Design phase, the right-of-way purchase may be authorized and funded as part of the Final Design or Construction phase of work of the project without modifying the TIP/STIP.
- h) When either NJDOT or NJ TRANSIT deems it appropriate to shift funding between interchangeable federal funding sources, to change the federal or state funding mix of a project and/or to introduce state funds to a project
- i) When NJDOT and NJ TRANSIT modify and use statewide Program Line-Item funds

throughout the State. Both agencies shall list these items, broken out by MPO, wherever appropriate. The amount of funds authorized within each program by the MPO(s) shall be included in a written notice submitted to the MPO(s) and in the updated e-STIP report available to the MPO(s).

- j) When correcting technical information (including non-material changes to any text of the TIP/STIP, typographical errors, misspellings, and coding corrections).
- k) When a competitive FHWA or FTA grant is awarded directly to a recipient for a specific project and is not required by regulation to be in the STIP; NJ TRANSIT, NJDOT, or an MPO can add it for informational purposes.

<b>Informational Modifications</b>	
<b><i>Concept Development, Preliminary Engineering, Final Design, Right of Way or Advanced Utility</i></b>	\$1,500,000 or less
<b><i>Program Line Item</i></b>	\$5,000,000 or less
<b><i>Construction, Design/Build (Between \$0- \$10M)</i></b>	\$5,000,000 or less
<b><i>Construction, Design/Build (Between &gt; \$10M - \$25M)</i></b>	\$7,500,000 or less
<b><i>Construction, Design/Build (Between &gt;\$25M - \$100M)</i></b>	\$10,000,000 or less
<b><i>Construction, Design/Build (Greater than \$100M)</i></b>	\$15,000,000 or less

## **2. Administrative Modifications**

The parties agree that, under the following circumstances, federal funding changes to the TIP/STIP may be handled by the Executive Director of the MPO as Administrative Modifications. In each case, the Executive Director of the MPO upon consultation with the affected subregions may approve the action administratively.

- a) When the programmed cost of a Concept Development, Preliminary Engineering, Final Design, Right of Way or Advanced Utility phase of work of a project increases by an amount more than \$1,500,000 but less than or equal to \$5,000,000.
- b) When the programmed cost of a Program Line Item increases by an amount more than \$5,000,000 but less than or equal to \$10,000,000.
- c) When the programmed cost of a Construction phase or the cost of a Design/Build (Between \$0 - 10M) project increases by an amount more than \$5,000,000 but less than or equal to \$7,500,000.
- d) When the programmed cost of a Construction phase or the cost of a Design/Build (Between >\$10M - \$25M) project increases by an amount more than \$7,500,000 but less than or equal to \$10,000,000.

- e) When the programmed cost of a Construction phase or the cost of a Design/Build (Between >\$25M - \$100M) project increases by an amount more than \$10,000,000 but less than or equal to \$15,000,000.
- f) When the programmed cost of a Construction phase or the cost of a Design/Build (> \$100M) project increases by an amount more than \$15,000,000 but less than \$20,000,000.
- g) When a phase of work of a project is moved among the constrained years, first 4-years, of the TIP/STIP.
- h) When a major phase of work is added to or deleted from the current year of the TIP/STIP and the overall project schedule is not adversely affected (i.e., the Construction phase of work of a project is not delayed).
- i) When changing a federally funded NRS project to non-federal funding.
- j) When the project experiences an excessive bid overrun subject to a 30-day acceptance by the NJDOT. An excessive bid overrun occurs when the following conditions are met:
  - 1) When the scope of the project has not expanded from that anticipated in the TIP/STIP;
  - 2) When the final estimated cost in the Plans, Specification and Estimate (PS&E) package agrees with the TIP/STIP programmed amount or is within the threshold permitted for a Construction phase of work by administrative action, as per section B.2.(c); and
  - 3) When the NJDOT has received written concurrence from the FHWA that the bid would otherwise be acceptable.
- k) When federal unobligated prior year balances are added to a federally funded project or program.
- l) When other modifications, not defined in this sub-section, are identified as an administrative action.
- m) When the Executive Director of the MPO determines that administrative action is appropriate.

<b>Administrative Modifications</b>	
<b><i>Concept Development, Preliminary Engineering, Final Design, Right of Way or Advanced Utility</i></b>	\$1,500,001 <> \$5,000,000
<b><i>Program Line Item</i></b>	\$5,000,001 <> \$10,000,000
<b><i>Construction, Design/Build (Between \$0- \$10M)</i></b>	\$5,000,001 <> \$7,500,000
<b><i>Construction, Design/Build (Between &gt; \$10M - \$25M)</i></b>	\$7,500,001 <> \$10,000,000
<b><i>Construction, Design/Build (Between &gt;\$25M - \$100M)</i></b>	\$10,000,001 <> \$15,000,000
<b><i>Construction, Design/Build (Greater than \$100M)</i></b>	\$15,000,000<>\$20,000,000

### 3. Committee Modifications

The parties agree that the following circumstances pertaining to federal funding require action by the MPO at the Committee level. Additionally, the Executive Director of the MPO can determine at any time that Board action is necessary.

- a) When the programmed cost of a Concept Development, Preliminary Engineering, Final Design, Right of Way or Advanced Utility phase of work of a project increases by an amount more than \$5,000,000 but less than or equal to \$15,000,000.
- b) When the programmed cost of a Program Line Item increases by an amount more than \$10,000,000 but less than or equal to \$15,000,000.
- c) When the programmed cost of a project's Construction phase or the cost of a Design/Build (>\$10M - \$25M) project increases by an amount more than \$10,000,000 but less than or equal to \$15,000,000
- d) When the programmed cost of a project's Construction phase or the cost of a Design/Build (>\$10M - \$25M) project increases by an amount more than \$10,000,000 but less than or equal to \$15,000,000
- e) When the programmed cost of a project's Construction phase or the cost of a Design/Build (>\$25M - \$100M) project increases by an amount more than \$15,000,000 but less than or equal to \$20,000,000.
- f) When the programmed cost of a project's Construction phase or the cost of a Design/Build (>\$100M) project increases by an amount more than \$20,000,000 but less than or equal to \$30,000,000.
- g) When advancing projects from a local program and adding them to the TIP as an individual project, contingent upon that project's appearance in another section of the STIP
- h) When flexing funds from FHWA to FTA by an amount greater than \$5,000,000 but less than \$15,000,000.
- i) When the Executive Director of the MPO determines that Committee action is appropriate.

<b>Committee Modifications</b>	
<i>Concept Development, Preliminary Engineering, Final Design, Right of Way or Advanced Utility</i>	\$5,000,001 <> \$15,000,000
<i>Program Line Item</i>	\$10,000,001 <> \$15,000,000
<i>Construction, Design/Build (Between \$0- \$10M)</i>	\$7,500,001 <> \$15,000,000
<i>Construction, Design/Build (Between &gt; \$10M - \$25M)</i>	\$10,000,001 <> \$15,000,000
<i>Construction, Design/Build (Between &gt;\$25M - \$100M)</i>	\$15,000,001 <> \$20,000,000
<i>Construction, Design/Build (Greater than \$100M)</i>	\$20,000,001 <> \$30,000,000



#### C. Fiscal Constraint Bank

The federal statewide and metropolitan planning regulations (23 C.F.R. Part 450 and 49 C.F.R. Part 613) stipulate that each year of the TIP/STIP must be fiscally constrained to available resources. The

parties agree to manage the demonstration of Fiscal Constraint for amendments and modifications through the establishment of a "Fiscal Constraint Bank" for each MPO and NJ TRANSIT, plus four Fiscal Constraint Banks for NJDOT (one for statewide projects and programs and one for each of the three MPO regions). Fiscal Constraint for amendments and modifications may be demonstrated by using available balances in a Fiscal Constraint Bank.

## 1. Addition of Funds

Funds may be added to a Fiscal Constraint Bank for a given year through any of the following means:

- a) De-obligation of funds from projects that were authorized under prior TIP/STIPs.
- b) Excess funds available from low bids or awards on current projects.
- c) Deletions of projects from the current four-year TIP/STIP.
- d) Modification to the current constrained TIP/STIP which results in a net decrease to the cost of project(s) in a given year.
- e) Modification to the current constrained TIP/STIP which moves a phase of work of a project from that year to another year in the constrained TIP/STIP or to a year beyond the current constrained TIP/STIP period.
- f) Additional appropriations.

In addition, federal obligation authority may be transferred from one Fiscal Constraint Bank to another Fiscal Constraint Bank at the transferring party's discretion and only when such obligation authority is available and necessary for the receiving party's projects.

## 2. Procedures

The NJDOT shall provide to the MPOs, via e-STIP and other formats as needed to provide sufficient information for MPO purposes, reports listing programmed projects by fund source and MPO region that have not been obligated during the current federal fiscal year. MPO action (as per section A. and B.) may be required for such projects for which it is determined funds will not be obligated in the current federal fiscal year. The unobligated funds may be used for subsequent amendments or modifications to address Fiscal Constraint within the MPO.

The parties agree that in accounting for Fiscal Constraint when making TIP/STIP amendments (Section A of this MOU) or modifications (Section B of this MOU), the net result for the first two fiscal years must be that the Fiscal Constraint Bank has a zero or positive balance and that the net result for the constrained TIP/STIP period must also be a zero or positive balance. This will allow for temporary imbalances in the third and fourth years, but will still maintain the overall Fiscal Constraint of the TIP/STIP.

If there are no outstanding balances in the Fiscal Constraint Bank, the parties shall demonstrate Fiscal Constraint for each amendment and modification. Fiscal Constraint by year shall be demonstrated by the parties through such other amendments and/or modifications as may be necessary.

The parties agree that the NJDOT shall apply the above procedures to the statewide program Fiscal Constraint Bank. NJ TRANSIT shall apply similar procedures to its Fiscal Constraint Bank.



#### **D. PUBLIC PARTICIPATION**

The MPO shall follow its adopted public participation procedures for amendments, modifications and conformity determinations to provide the appropriate level of public involvement prior to the MPO Committee or Board taking action. The parties agree that the MPO public participation procedures shall also serve as the public participation procedures for the STIP. NJDOT shall provide access to public participation by linking to the MPO's websites. The MPO shall state in notices to the public that comments received on the proposed action to the TIP are comments on the same action to the STIP.



#### **E. PROJECT REPORTING**

The NJDOT and NJ TRANSIT agree to provide information on the TIP/STIP and project status to the MPOs. The NJDOT maintains a Project Reporting System (PRS) and a Project Management and Reporting System (PMRS). Project-specific information from the PRS and/or PMRS including schedule dates, authorization dates, project costs, and pertinent issues are available to the MPOs on-line. It will be NJDOT's responsibility to keep the information in the PRS/PMRS current. It will be the responsibility of the MPOs to re-format the data into reports they deem usable.

The NJDOT Division of Capital Investment & Program Coordination will be the clearinghouse for additional information related to MPO project inquiries. The NJDOT shall respond to all MPO inquiries within seven (7) business days. The NJDOT Office of

Community Relations will be the clearinghouse for project inquiries from local elected officials.

NJ TRANSIT is required to submit Progress Reports to the FTA on a quarterly basis. These reports will continue to be shared with the MPOs in a database format. NJ TRANSIT shall respond to all MPO inquiries within seven (7) business days.

The MPOs may request meetings for projects with critical issues at any time. Invited attendees may include NJDOT and/or NJ TRANSIT staff, local elected officials and staff, and MPO staff. The purpose of the meetings on key projects is to enhance the information flow on important projects to the community and should supplement information provided to the MPO in the reporting requirements enumerated above.

NJDOT and NJ TRANSIT will each produce an Annual Listing of Obligated Projects report within sixty (60) calendar days after the close of the federal fiscal year. The report will contain all federally funded projects that were obligated during the previous federal fiscal year. Subsequently, each MPO will publish the Annual Listing of Obligated Projects report, on its respective website, no later than ninety (90) calendar days after the close of the federal fiscal year. NJDOT and NJ TRANSIT reports shall be available in e-STIP. A similar listing for state funded programs and projects will be provided under separate cover.



#### **F. DISPUTE RESOLUTION**

Any party with a dispute under this MOU shall promptly notify the involved party or parties in writing. Those parties shall then submit to non-binding informal dispute resolution and meet within fifteen (15) business days. The disputing parties shall endeavor in good faith to resolve their differences within thirty (30) business days after meeting or may mutually agree to extend the time for resolution.



## **G. MISCELLANEOUS**

### **1. Captions.**

The captions or headings in this MOU are strictly for convenience and shall not be considered in interpreting this MOU.

### **2. Authority.**

The individuals executing this MOU on behalf of their respective principals represent that they have the authority to so bind their respective principals.

### **3. No Personal Liability.**

No official, commissioner, agent or employee of any Party shall be charged personally by any Party or by its employees, agents, contractors or subcontractors with any liability or held liable to any Party or its employees, agents, contractors or subcontractors under any term or provision of this MOU or because of a Party's execution or attempted execution or because of any breach or attempted or alleged breach of this MOU.

### **4. No Third-Party Beneficiaries.**

This Agreement does not create in any individual or entity the status of third-party beneficiary, and this Agreement shall not be construed to create such status. The rights, duties and obligations contained in this Agreement shall operate only among the Parties and shall inure solely to the benefit of the Parties. The provisions of this Agreement are intended only to assist the Parties in determining and performing their obligations under this Agreement. The Parties intend and expressly agree that only the Parties shall have any legal or equitable right to seek to enforce this Agreement, to seek any remedy arising out of a Party's performance or failure to perform any term or condition of this Agreement, or to bring any action for breach of this Agreement.

### **5. Governing Law.**

This MOU shall be governed by and construed under the laws of the State of New Jersey and is subject to the New Jersey Tort Claims Act, N.J.S.A. 59:1-1 through -12-3 and the New Jersey Contractual Liability Act, N.J.S.A. 59:13-1 through -10.

### **6. Digital Signatures.**

The Parties agree that this MOU may be executed with electronic signatures. The Parties agree to accept and submit electronic signatures in connection with this MOU. The Parties acknowledge the right to opt-out of this arrangement and can request hard copies of the applicable documents to sign and review upon thirty (30) days written notice to the other party.



## SIGNATURES

We, the undersigned, agree to use the above procedures to amend and modify the Metropolitan Planning Organizations' Transportation Improvement Programs (TIPs) and the New Jersey Statewide Transportation Improvement Program (STIP).

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Ariella Maron, Executive Director  
Delaware Valley Regional Planning Commission

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Date

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John P. Kelly, Chair,  
North Jersey Transportation Planning Authority

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Date

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Leonard Desidero, Policy Board Chairman  
South Jersey Transportation Planning Organization

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Date

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Kris Kolluri, Esq., President & CEO  
New Jersey Transit Corporation

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Date

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Francis K. O' Connor, Commissioner  
New Jersey Department of Transportation

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Date

## Modification & Amendment Table

	<b>Informational Modifications</b>	<b>Administrative Modifications</b>	<b>Committee Modifications</b>	<b>Board Amendments</b>
<b>Concept Development, Preliminary Engineering, Final Design, Right of Way or Advanced Utility</b>	\$1,500,000 or less	\$1,500,001 <> \$5,000,000	\$5,000,001 <> \$15,000,000	More than \$15,000,000
<b>Program Line Item</b>	\$5,000,000 or less	\$5,000,001 <> \$10,000,000	\$10,000,001 <> \$15,000,000	More than \$15,000,000
<b>Construction, Design/Build (Between \$0- \$10M)</b>	\$5,000,000 or less	\$5,000,001 <> \$7,500,000	\$7,500,001 <> \$15,000,000	More than \$15,000,000
<b>Construction, Design/Build (Between &gt; \$10 - \$25M)</b>	\$7,500,000 or less	\$7,500,001 <> \$10,000,000	\$10,000,001 <> \$15,000,000	More than \$15,000,000
<b>Construction, Design/Build (Between &gt;\$25 - \$100M)</b>	\$10,000,000 or less	\$10,000,001 <> \$15,000,000	\$15,000,001 <> \$20,000,000	More than \$20,000,000
<b>Construction, Design/Build (Greater than \$100M)</b>	\$15,000,000 or less	\$15,000,001 <> \$20,000,000	\$20,000,001 <> \$30,000,000	More than \$30,000,000
<p><b>Major Amendment:</b> Any TIP/STIP actions which affect air quality conformity and would require a new regional conformity determination, and the action can be classified under conditions A.1. of this agreement.</p> <p><b>Minor Amendment:</b> Any TIP/STIP action which does not affect air quality conformity and does not require a new regional conformity determination, and the action can be classified under conditions A.2. of this agreement.</p>				

Attachments H.3.a, H.3.b

**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.

**Summary of Action**  
**FY 2026 Local Capital Project Delivery Program (LCPD)**  
**Local Concept Development Phase Projects**

**Action Proposed:** Approval of the FY 2026 Local Capital Project Delivery (LCPD) Program - Local Concept Development (LCD) Phase projects.

**Background:** The North Jersey Transportation Planning Authority (NJTPA), in coordination with the New Jersey Department of Transportation (NJDOT) and the Federal Highway Administration, established a project development process known as the LCPD Program. This Program provides the opportunity for the NJTPA's 15 subregions to apply, and if approved, prepare proposed local transportation projects for eventual construction with federal and/or state funding. To enter the program, projects must be accepted to the LCD Phase through a competitive application process.

The LCD Phase involves drafting a well-defined and well-justified Purpose and Need Statement focusing on the primary transportation need to be addressed. The LCD Phase elements include, but are not limited to: data collection, agency coordination, development of a reasonable number of prudent and feasible conceptual alternatives and investigation of all aspects of a project: environmental, right-of-way (ROW), access, utilities, design, community involvement, constructability, etc. at a planning level of effort, selection of a preliminary preferred alternative and addressing requirements of the NJTPA Congestion Management Process (CMP).

A solicitation package for the LCD phase was sent to all subregions in April 2025 and eight applications were received. A Technical Review Committee comprised of Central Staff, NJDOT Bureau of Environmental Program Resources and the NJDOT Local Aid Offices reviewed the applications, conducted site visits, and scored the projects. Established criteria for the LCPD Program were used to score the projects and subregions were provided the opportunity to challenge the scores.

**Summary of Action Item:** The technical review committee is recommending the attached funding list comprised of four projects totaling \$4,000,000 to enter into the FY 2026 LCPD Program.

**Recommended Action:** Central Staff recommends the adoption of the FY 2026 Local Concept Development projects.

**Recommended Studies for the FY 2026 Local Concept Development Phase of the Local Capital Project Delivery Program (LCPD)**

1. **Hudson County – Retaining Wall and Slope Stabilization along CR 505 and CR 693 – Weehawken, West New York, Gutenberg, North Bergen**

This study will identify and compare conceptual alternatives to determine a preliminary preferred alternative for the retaining walls along CR 505 and CR 693.

Funding recommendation: \$1,000,000

2. **Ocean County – Brick Boulevard (CR 631) & Hooper Avenue (CR 11), Brick Boulevard & Chambers Bridge Road (CR 549) Intersection and Corridor Safety Improvements – Brick Township**

This study will identify and compare conceptual alternatives to determine a preliminary preferred alternative for this corridor. This study area experiences high crash activity and congestion and is in need of pedestrian improvements. The corridor is ranked high within Ocean County on the NJTPA's Network Screening list for Roadway Corridors.

Funding recommendation: \$1,000,000

3. **Bergen and Passaic County Counties – Passaic Street Bridge over the Passaic River – Garfield City and Passaic City**

This study will identify and compare conceptual alternatives to determine a preliminary preferred alternative for the existing structurally deficient bridge. The Passaic Street Bridge was built in 1898, rehabilitated in 1989, and has a sufficiency rating of 31.7.

Funding recommendation: \$800,000

4. **Essex & Hudson County Counties – Jackson Street Bridge over the Passaic River – City of Newark, Township of Harrison**

This study will identify and compare conceptual alternatives to determine a preliminary preferred alternative for the existing structurally deficient bridge. The movable bridge was built in 1900, rehabilitated in 1991, and has a sufficiency rating of 46.4.

Funding recommendation: \$1,200,000

**RECOMMENDED LOCAL CONCEPT DEVELOPMENT PHASE TOTAL:**

**\$ 4,000,000**

Attachments H.4.a, H.4.b, H.4.c

**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.

## Summary of Action

### Approval of Projects for the FY 2026 Subregional Safety Improvement Program

**Action:** Approval of projects for the FY 2026 Subregional Safety Improvement Program (SSIP)

**Background:** Over the last 20 years, the NJTPA Board of Trustees approved more than \$400 million in projects through NJTPA's Local Safety and High Risk Rural Roads programs (LSP/HRRRP). These programs have used federal Highway Safety Improvement Program (HSIP) funds to advance safety improvements on county and municipal roads. Projects have been selected through a data-driven process, with eligibility based on high-crash network screening lists provided by the New Jersey Department of Transportation (NJDOT). Projects under these programs have addressed safety for all road users and incorporate the Federal Highway Administration's Proven Safety Countermeasures. Many applications have had their roots in Road Safety Audits and other safety-related planning studies by NJTPA subregions. Improvements have included modern roundabouts, road diets, new and upgraded traffic signals, dedicated turning lanes, curb extensions, pedestrian refuge islands, high friction surface treatments, rumble strips, bike lanes, lighting improvements and more.

The NJTPA solicited applications for the FY 2025 LSP/HRRRP in March 2024. Fourteen applications were reviewed by a Technical Review Committee comprised of Central Staff and staff from the NJDOT Division of Local Aid, Bureau of Safety Improvement Programs, and Bureau of Environmental Program Resources. During the review, FHWA's New Jersey Division sent notification that advancement of applications for all three MPO-led Local Safety Programs was suspended while the state's LSP/HSIP processes were undergoing a reassessment and update.

Given the uncertainty of revised HSIP funding eligibility and the reassessment timeframe, Central Staff is recommending advancing 12 projects using Subregional Transportation Planning Block Grant (STPBG) funding under a program to be called the Subregional Safety Improvement Program (SSIP). The proposed projects would address locations where 66 fatal and suspected serious injury crashes and 195 pedestrian crashes occurred during the period for which the applications analyzed crash data. The projects would make substantial safety improvements to eight corridors and 210 intersections. In addition, two modern roundabouts will be constructed along an HRRR corridor.

This program will add to NJTPA's existing portfolio of previously approved LSP/HRRRP projects that are in development, bringing safety improvements to 58 corridors and 863 intersections, as well as the construction of 16 modern roundabouts on county and local roads in the region.

All federally funded projects go through multiple phases of work including Preliminary Engineering and National Environmental Policy Act approval, Final Design, and potential Right of Way Acquisition to achieve construction authorization. On average, the federal project development pipeline for projects using the Subregional Engineering Assistance Program

(formerly the Local Safety Engineering Assistance Program) takes 6 to 8 years to reach construction from the time the Board approves a program. Projects that do not use engineering assistance and use their own funds for design can achieve construction authorization more quickly. There are 51 LSP/HRRRP projects advancing through the project development process in varying phases that will reach construction authorizations between FY 2026 and FY 2030. Construction authorizations for projects in the FY 2026 SSIP are anticipated between FY 2028 and FY 2034.

**Description of Action:** Central Staff is recommending approval of 12 projects totaling \$171 million under the FY 2026 SSIP (see the attachment for project details). The total amount includes funding for design, construction and consultant construction inspection services. Nine projects need design assistance and will be included in the FY 2027 Subregional Engineering Assistance Program (SEAP), which will also use STPBG funds.

**Justification for Action:** Approval of this action will allow the funds to be secured and the referenced projects to advance.

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

**NJTPA Proposed FY 2026 Subregional Safety Improvement Program**

Subregion	Municipality	Project Location	Project Improvements	Preliminary Construction Estimate	Design Estimate	Construction Inspection Estimate	Construction + Construction Inspection Estimate	Total Project Estimate
1	Essex County	West Caldwell, Caldwell, Verona, Montclair, Bloomfield, W. Orange & Belleville	Essex County - Traffic Signal Improvements at 18 Intersections North of I-280	<b>18 intersections:</b> 1 new traffic signal, 17 traffic signal upgrades, dedicated left turn lanes, protected turn signal phasing, LPIs/all-pedestrian phases, pedestrian refuge islands, high visibility crosswalks & striping, signs and lighting improvements	\$ 17,405,080		\$ 2,958,864	\$ 20,363,944
2	Essex County	E. Orange, Irvington, Livingston, Newark & Roseland	Essex County - Traffic Signal Improvements at 19 Intersections South of I-280	<b>19 intersections:</b> 2 new traffic signals, 17 traffic signal upgrades, dedicated left turn lanes, protected turn signal phasing, LPIs/all-pedestrian phases, pedestrian refuge islands, high visibility crosswalks & striping, signs and lighting improvements	\$ 18,372,030		\$ 3,123,245	\$ 21,495,275
3	Ocean County	Lakewood Township	Cedar Bridge Avenue (CR 528) from S. Clifton Avenue to Garden State Parkway Ramps	<b>1 corridor, 18 intersections:</b> 6 traffic signal upgrades, dedicated left turn/right turn lanes, existing sidewalk widening for shared use path, new sidewalk, stop control improvements, high visibility crosswalks, striping, signs and lighting improvements	\$ 10,277,800		\$ 1,747,226	\$ 12,025,026
4	Hudson County	City of Union City and North Bergen Township	JFK Boulevard (Phase VI) from Paterson Plank Road to 32nd Street	<b>1 corridor, 23 intersections:</b> 18 traffic signal upgrades, curb extensions, dedicated left-turn lanes, LPIs, HFST, wider edge line markings, high visibility crosswalks, striping, signs, lighting improvements	\$ 17,560,390	\$ 2,753,559	\$ 2,985,266	\$ 20,545,656
5	Hudson County	City of Bayonne	Broadway - Traffic Signal Improvements at 19 Intersections - 16th Street to 42nd Street	<b>1 corridor, 19 intersections:</b> 1 new traffic signal, 18 traffic signal upgrades, LPIs, curb extensions at select locations, high visibility crosswalks, striping, signs, lighting improvements	\$ 11,025,527	\$ 2,768,530	\$ 1,874,340	\$ 12,899,867
6	Morris County	Pequannock Township	Newark-Pompton Plains Turnpike (CR504/CR660) from Mountain Avenue to Greenwood Avenue	<b>1 corridor, 38 intersections:</b> 3 Traffic signal upgrades, 5 RRFBs, 4 pedestrian refuge islands, dedicated left turn lanes, curb extensions, high visibility crosswalks, stop control improvements, sidewalk widening, dedicated bus lane for school, lane width reduction, edge lines, striping signs, lighting improvements	\$ 6,590,000	\$ 1,739,236	\$ 1,120,300	\$ 7,710,300
7	Union County	Hillside, Kennilworth, Summit, Plainfield, Union Township & Westfield	Traffic Signal Improvements at 7 Intersections	<b>7 intersections:</b> 1 new traffic signal, 6 traffic signal upgrades, LPIs, dedicated left turn/right turn lanes, high visibility crosswalks, striping, signs, lighting improvements	\$ 8,020,180	\$ 1,745,524	\$ 1,363,431	\$ 9,383,611
8	City of Newark	City of Newark	Clinton Avenue (Section I) from Bergen Street to Broad Street	<b>1 corridor, 23 intersections:</b> Road diet, 12 traffic signal upgrades, buffered cycle track, pedestrian refuge islands, curb extensions, edge lines, high visibility crosswalks, dedicated right turn/left turn lanes, striping, signs, lighting improvements	\$ 16,302,622	\$ 1,691,079	\$ 2,771,446	\$ 19,074,068
9	City of Newark	City of Newark	Clinton Avenue (Section II) from 20th Street to Bergen Street	<b>1 corridor, 23 intersections:</b> Road diet, 9 traffic signal upgrades, buffered cycle track, pedestrian refuge islands, curb extensions, edge lines, high visibility crosswalks, dedicated right turn/left turn lanes, striping, signs, lighting improvements	\$ 14,683,378	\$ 1,270,583	\$ 2,496,174	\$ 17,179,552
10	Somerset County	Raritan Borough	Old York Road & Somerset Street from Sannita Way/Canal Street to US 206	<b>1 corridor, 15 intersections:</b> 2 traffic signal upgrades, 3 RRFBs, curb extensions, high visibility crosswalks, stop control improvements, edge lines, striping, signs, lighting improvements	\$ 5,414,000	\$ 1,895,385	\$ 920,380	\$ 6,334,380
11	Monmouth County	Millstone Township	HRRR Sweetmans Lane (CR 1) from Millstone Road to Forman Road	<b>1 corridor, 2 roundabouts:</b> Roundabouts, widened shoulders; Safety Edge; centerline & edgeline rumble strips; HFST and super-elevation; sight-distance improvements, lighting, updated signs and striping	\$ 4,446,900	\$ 1,182,655	\$ 755,973	\$ 5,202,873
12	Monmouth County	Freehold Township	HRRR Jackson Mills Road (CR 23) from the County Line to Georgia Road	<b>1 corridor:</b> Widened shoulders; Safety Edge; Centerline & Edgeline rumble strips; HFST and super-elevation; Sight-distance improvements, lighting, updated signs and striping	\$ 2,773,800	\$ 446,487	\$ 471,546	\$ 3,245,346

<b>Total</b>	\$ 132,871,707	\$ 15,493,038	\$ 22,588,190	\$ 155,459,897	\$ 170,952,935
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Attachments H.5.a, H.5.b, H.5.c

**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.

## Summary of Action

### Approval of Memorandum of Understanding between DVRPC and the NJTPA on Metropolitan Planning Organization Boundaries and Coordination

**Action:** Approval of a Memorandum of Understanding (MOU) concerning Metropolitan Planning Organization (MPO) Boundaries and Coordination of Transportation Planning and Programming, between the Delaware Valley Regional Planning Commission (DVRPC) and the North Jersey Transportation Planning Authority (NJTPA).

**Background:** Federal transportation regulations require that when an urbanized area served by one Metropolitan Planning Organization (MPO) extends into an adjacent metropolitan planning area (MPA), the MPOs must establish a written agreement that defines coordination procedures and delineates planning and programming responsibilities. Historically, NJTPA has executed such MOUs with neighboring MPOs whenever urbanized areas cross regional boundaries. An MOU with DVRPC was last adopted in 2016 based on 2010 Census boundaries. With the U.S. Census Bureau's redefining of urban areas for the 2020 Census, an updated MOU has been drafted to reflect revised urban area boundaries affecting both NJTPA and DVRPC regions, as well as additional planning requirements.

This MOU establishes MPA boundaries and delineates transportation planning and programming responsibilities between the DVRPC and the NJTPA. The agreement addresses coordination requirements for urbanized areas defined by the 2020 Census that cross each MPO's planning area boundaries, specifically portions of urban areas (UAs) delineated for Trenton, NJ; New York–Jersey City–Newark, NY–NJ; and Lambertville, NJ–PA. Key provisions of the MOU include:

- *MPA Boundaries:*
  - The NJTPA planning area consists of Bergen, Essex, Hudson, Hunterdon, Middlesex, Monmouth, Morris, Ocean, Passaic, Somerset, Sussex, Union, and Warren counties in New Jersey.
  - The DVRPC planning area consists of Burlington, Camden, Gloucester, and Mercer counties in New Jersey; and Bucks, Chester, Delaware, Montgomery, and Philadelphia counties in Pennsylvania.
  - The shared MPA boundary remains aligned with county lines—Bucks, Mercer and Burlington (DVRPC) and Hunterdon, Somerset, Middlesex, Monmouth and Ocean (NJTPA).
- *Transportation Planning and Programming Responsibilities:*

- NJTPA assumes primary responsibility for Trenton UA segments in Middlesex and Monmouth Counties and for Lambertville UA in Hunterdon County.
  - DVRPC assumes primary responsibility for New York–Jersey City–Newark UA segments in Mercer County and for Lambertville UA in Bucks County.
  - DVRPC and NJTPA’s MPAs include urban areas with populations exceeding 200,000, which are identified as Transportation Management Areas that are subject to additional planning requirements and suballocated Surface Transportation Block Grant Program and Carbon Reduction Program funding.
- *Coordination Requirements:* Both MPOs commit to cooperative planning processes, regular communication, and compliance with federal regulations, including quadrennial certification reviews.
  - *Joint Activities:* Coordination encompasses Unified Planning Work Program development, long-range transportation plans, Transportation Improvement Program updates, travel demand and air quality modeling, congestion management, and performance-based planning.
  - *Funding:* Suballocation of Surface Transportation Block Grant Program and Carbon Reduction Program funds for urban areas remain allocated separately to each MPO (Trenton, NJ UZA funds are allocated to DVRPC; New York–Jersey City–Newark, NY–NJ UZA funds are allocated to NJTPA; and Lambertville, NJ–PA UA funds are split and allocated separately at the state level). Both parties agree to collaborate on funding decisions for projects in overlapping areas to ensure continuity and compliance with federal law.

**Justification for Action:** By approving this resolution, the NJTPA Board authorizes the Chair to execute an MOU with DVRPC that affirms each MPO’s responsibility for transportation planning and programming within its respective boundary, ensures continued coordination on cross-boundary issues, and fulfills federal requirements for written agreements between MPOs.

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

## **MEMORANDUM OF UNDERSTANDING**

### **MPO Boundaries and Coordination of Transportation Planning and Programming**

**between**

**the Delaware Valley Regional Planning Commission (DVRPC)**

**and**

**the North Jersey Transportation Planning Authority (NJTPA)**

**Metropolitan Planning Organizations (MPO)**

### **Background and Purpose**

The purpose of this Memorandum of Understanding (MOU) is to establish the Metropolitan Planning Area (MPA) boundaries and transportation planning and programming responsibilities as they relate to a portion of the Trenton, NJ Urban Area (UA) that extends into Monmouth and Middlesex Counties, NJ; a portion of the New York--Jersey City--Newark, NY--NJ UA that extends into Mercer County, NJ, and the Lambertville, NJ--PA UA that extends into Hunterdon County, NJ and Bucks County, PA.

- The NJTPA planning area consists of Bergen, Essex, Hudson, Hunterdon, Middlesex, Monmouth, Morris, Ocean, Passaic, Somerset, Sussex, Union, and Warren Counties in New Jersey.
- The DVRPC planning area consists of Burlington, Camden, Gloucester, and Mercer Counties in New Jersey; together with Bucks, Chester, Delaware, Montgomery, and Philadelphia Counties in Pennsylvania.
- The Year 2020 Census-defined UA for Trenton, NJ extends into Middlesex and Monmouth Counties, NJ. The Year 2020 Census-defined UA for New York--Jersey City--Newark, NY--NJ extends into Mercer County, NJ. The Year 2020 Census-defined UA for Lambertville, NJ--PA extends into Hunterdon County, NJ and Bucks County, PA. These 2020 census-defined urban areas are delineated on the Map entitled "*DVRPC and NJTPA 2020 Census Shared Urban Areas*", attached hereto and made a part of

this MOU. As required by Federal regulation pertaining to MPO boundaries, where part of an urban area served by one MPO extends into an adjacent Metropolitan Planning Area, 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

- By virtue of the UA populations, the DVRPC and NJTPA counties are MPOs designated as Transportation Management Areas (TMAs), with a population exceeding 200,000. TMA status includes additional planning requirements and Surface Transportation Block Grant Program and Carbon Reduction Program funding that are based on the UA population.
- 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).

### **General Responsibilities**

- Each agency agrees to carry out all MPO and TMA transportation planning and programming processes in a cooperative and coordinated fashion, and in compliance with federal planning regulations, including quadrennial certification reviews by US DOT.
- Staff from both MPOs will communicate regularly, share information, and meet as needed to achieve the appropriate level of cooperation and coordination.

### **Specific Responsibilities**

- The MPO boundary between DVRPC and NJTPA will remain at the common boundary between Bucks, Mercer, and Burlington Counties (DVRPC), and Hunterdon, Somerset, Middlesex, Monmouth, and Ocean Counties (NJTPA).
- NJTPA will assume primary planning and programming responsibility for the portion of the Trenton, NJ UA that extends into Middlesex and Monmouth Counties, NJ. DVRPC

will assume primary planning and programming responsibility for the portion of the New York--Jersey City--Newark, NY--NJ UA that extends into Mercer County, NJ. NJTPA will assume primary planning and programming responsibility for the portion of the Lambertville, NJ-PA UA in Hunterdon County and DVRPC will assume primary planning and programming responsibility for the portion in Bucks County. Such coordinated planning and programming include the following activities.

1. Unified Planning Work Program (UPWP) development and accomplishment
  2. Update of the Long-Range Transportation Plan
  3. Biennial update of the Transportation Improvement Program
  4. Traffic and Highway Performance Monitoring System (HPMS) data collection
  5. Travel demand modeling
  6. Air quality modeling and conformity reviews
  7. Special and corridor studies
  8. Congestion Management Process (CMP) planning and implementation
  9. Performance-based planning and programming, including Transportation Performance Management target development and monitoring
  10. Highway functional classification updates
- Long-Range Transportation Plans and Transportation Improvement Programs will continue to be developed by the respective MPOs.
  - To help ensure continuity of federal funds and help support project delivery, both DVRPC and NJTPA agree to abide by the methodologies and processes used to allocate federal funds, which are not affected by this MOU.
  - Surface Transportation Block Grant Program and Carbon Reduction Program UA funds will continue to be allocated separately to each MPO. DVRPC and NJTPA mutually agree to meet as needed to discuss funding for potential projects in overlapping areas and to negotiate Transportation Improvement Program programming decisions of UA funds attributable to these areas, pursuant to federal law and regulations, as amended.

**Future Review**

This agreement will be reviewed when updated population data, urban areas, and MPO designation areas are available following the 2030 decennial census.

Adopted by DVRPC this \_\_\_\_\_ day of \_\_\_\_\_, 2025

\_\_\_\_\_






Chair, DVRPC Board

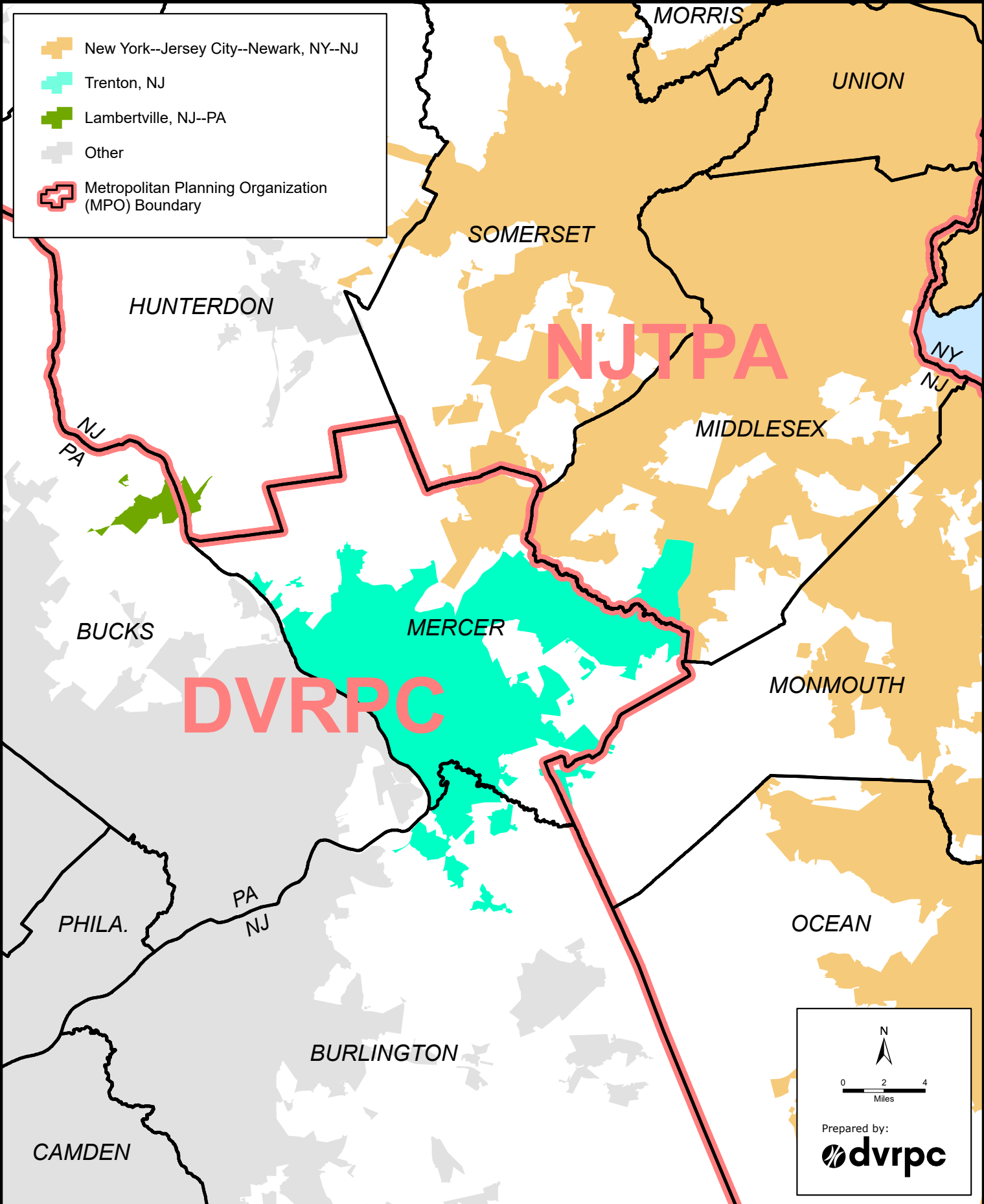
Adopted by NJTPA this \_\_\_\_\_ day of \_\_\_\_\_, 2026

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Chair, NJTPA Board

# DVRPC and NJTPA 2020 Census Shared Urban Areas

-  New York--Jersey City--Newark, NY--NJ
-  Trenton, NJ
-  Lambertville, NJ--PA
-  Other
-  Metropolitan Planning Organization (MPO) Boundary



0 2 4  
Miles

Prepared by:  


Attachments H.6.a, H.6.b

**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.

## Summary of Action

### Adoption of NJTPA-Specific Roadway Safety Performance Measure Targets for 2026

**Action:** Adoption of roadway safety performance measure targets for 2026, specific to the NJTPA region.

**Background:** The Federal Highway Administration (FHWA) has established national performance measures for the purpose of carrying out the Highway Safety Improvement Program (HSIP) and for state departments of transportation (DOTs) and metropolitan planning organizations (MPOs) to use in assessing serious injuries and fatalities. Since 2017, DOTs and MPOs must annually collect and report performance data on safety targets for these measures as required by federal safety performance management rules. FHWA will assess whether state DOTs have met or are making significant progress toward their targets.

The five roadway safety performance measures are the five-year rolling averages of:

- Number of Fatalities
- Rate of Fatalities per 100 million Vehicle Miles Traveled (HMVMT)
- Number of Serious Injuries
- Rate of Serious Injuries per HMVMT
- Number of Non-motorized Fatalities and Non-motorized Serious Injuries (combined)

These measures include crashes on all public roads (i.e., not on private property) regardless of the roadway functional classification or ownership.

In August 2025, the New Jersey Department of Transportation (NJDOT) identified annual targets for calendar year 2026. These targets were initially reported to FHWA and the NJTPA on July 31, 2025. The NJTPA is required to establish targets 180 days after NJDOT. The NJTPA action is to be reported to NJDOT and made available to FHWA upon request.

It is important to note that the available data reflect unsafe travel behavior following the beginning of the COVID-19 pandemic. While preliminary data for calendar year 2025 (through the middle of November) appear promising, there were substantial increases in the number of fatalities and serious injuries in the years following the pandemic. Additionally, the most vulnerable road users — those that are walking, biking, and using other nonmotorized modes — continue to be of particular concern.

Prior to 2022, NJTPA target-setting consisted of expressing support for the NJDOT statewide targets (a permitted option). While maintaining a shared commitment with NJDOT to improve safety, the NJTPA identified numeric targets specifically for its region starting in 2022, a practice that would continue with this action. Like the statewide targets, these NJTPA-specific targets consider current trends, policies, programs, and projects, and explicitly emphasize the NJTPA region's aim to eliminate all roadway fatalities and serious injuries by 2050.

To set the 2026 targets, NJTPA staff used the 2026 annual values from the trendline analysis that was conducted in 2022. This analysis involved setting a downward trend in annual fatalities and

serious injuries with a long-term goal of the five-year averages reaching zero by 2050. These 2026 annual target values were averaged with yearly data for 2022, 2023, and 2024, and estimates for 2025 to arrive at the final NJTPA targets (again, the targets involve averages for the five years from 2022 through 2026).

It is important to note that, although the federal transportation performance management approach refers to these numbers as targets, they more accurately represent benchmarks to help measure progress toward the region’s long-term target of zero fatalities and serious injuries in 2050. They reinforce all the county-based local safety action plans within the NJTPA region, as well as the statewide Strategic Highway Safety Plan and the Target Zero Commission. The ability to reach these benchmarks in 2026 will likely depend on a combination of enhanced transportation safety programs and projects along with improvements in traveler behavior, enforcement, and other related efforts.

The 2020-2024 baseline and 2022-2026 targets for the five-year averages are shown in the following table.

**NJTPA 2020-2024 Baseline and 2022-2026 Target for Roadway Safety Performance Measures**

<b>PERFORMANCE MEASURE</b>	<b>2024 BASELINE 2020–2024 (5 YEAR AVERAGE)</b>	<b>2026 TARGET 2022–2026 (5 YEAR AVERAGE)</b>
<b>Number of Fatalities</b>	395.0	388.4 <sup>b</sup>
<b>Fatality Rate</b>	0.742	0.694 <sup>b,c</sup>
<b>Number of Serious Injuries</b>	2,343.0 <sup>a</sup>	2,178.9 <sup>a,d</sup>
<b>Serious Injury Rate</b>	4.386 <sup>a</sup>	3.893 <sup>a,c,d</sup>
<b>Number of Non-Motorized Fatalities and Serious Injuries</b>	705.0 <sup>a</sup>	652.1 <sup>a,e</sup>

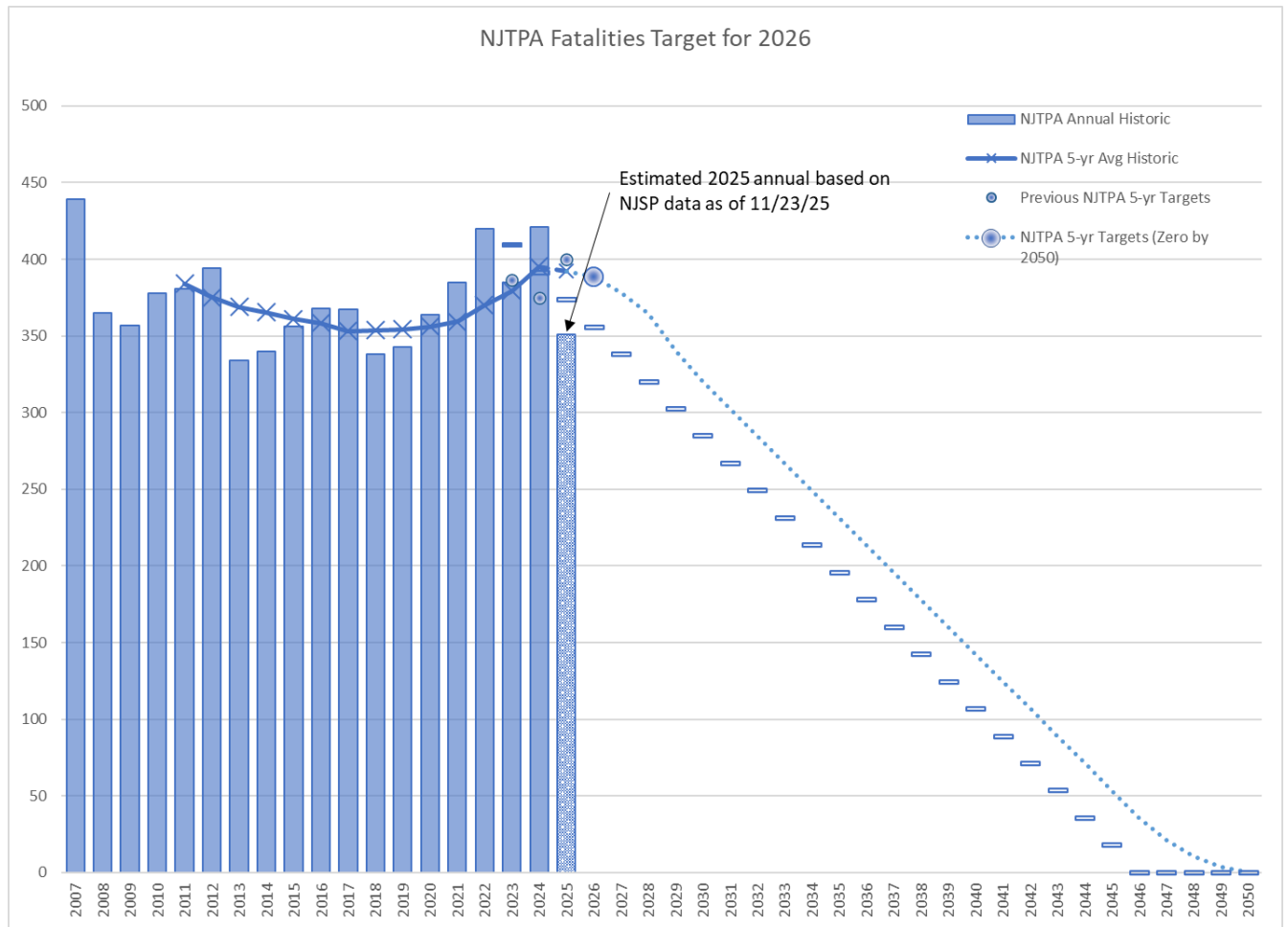
<sup>a</sup> Based on serious injuries for 2024 provided by NJDOT on November 26, 2025; 2024 annual serious injury data are not yet final.  
<sup>b</sup> Based on a “zero by 2050” trendline established by NJTPA in 2022, which involves a decrease of approximately 15 percent in annual fatalities over two years, from 421 in 2024 to 356 in 2026.  
<sup>c</sup> VMT in 2025 and 2026 is projected to increase by 0.3% each year, based on NJDOT’s statewide VMT projections.  
<sup>d</sup> Based on a “zero by 2050” trendline established by NJTPA in 2022, which involves a decrease of approximately 30 percent in annual serious injuries over two years, from an estimated 2,625 in 2024 to 1,841 in 2026.  
<sup>e</sup> Based on a “zero by 2050” trendline established by NJTPA in 2022, which involves a decrease of approximately 42 percent in annual non-motorized fatalities and serious injuries over two years, from an estimated 908 in 2024 to 526 in 2026.

Progress toward these 2026 targets will be assessed in 2028. While the NJDOT can face fiscal restrictions for failing to meet or make substantial progress toward meeting statewide safety targets, no specific regulatory sanctions apply to MPOs.

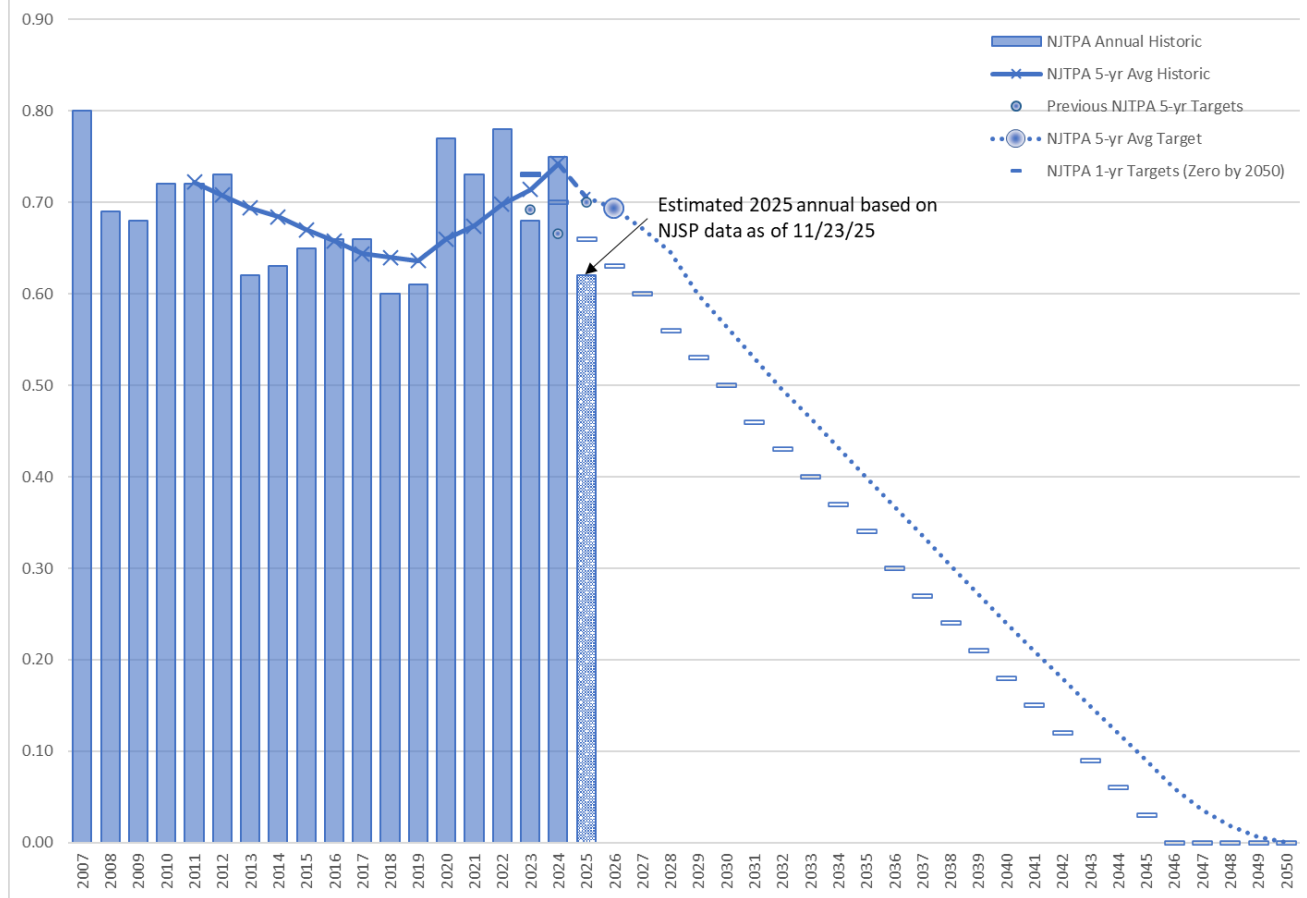
Based on the most current data as of mid- November 2025, it appears that the region is likely to meet the 2025 targets established last year for the total number of fatalities and the total number of nonmotorized fatalities and serious injuries, but not for the rate of fatalities per HMVMT, the total number of serious injuries, and the rate of serious injuries per HMVMT..

## Charts

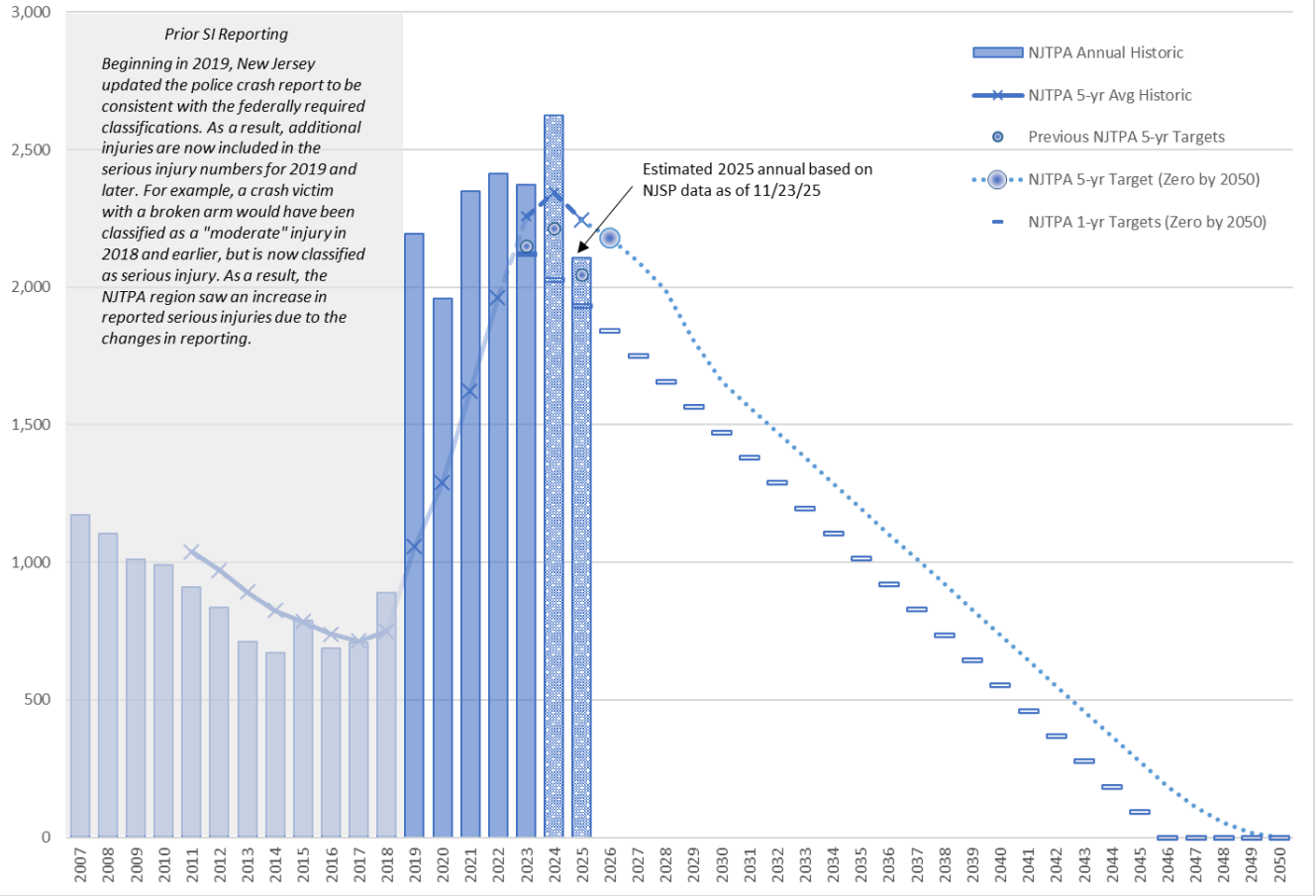
The following pages show charts with historic values from 2007 through 2023, estimates for 2024 and 2025, targets for 2026, and the long-term target of zero by 2050. Vertical bars show the annual values for each metric, while the lines show the five-year rolling average values for each performance measure. Note that the targets (shown as circles) should be compared against the five-year average values (shown as Xs).



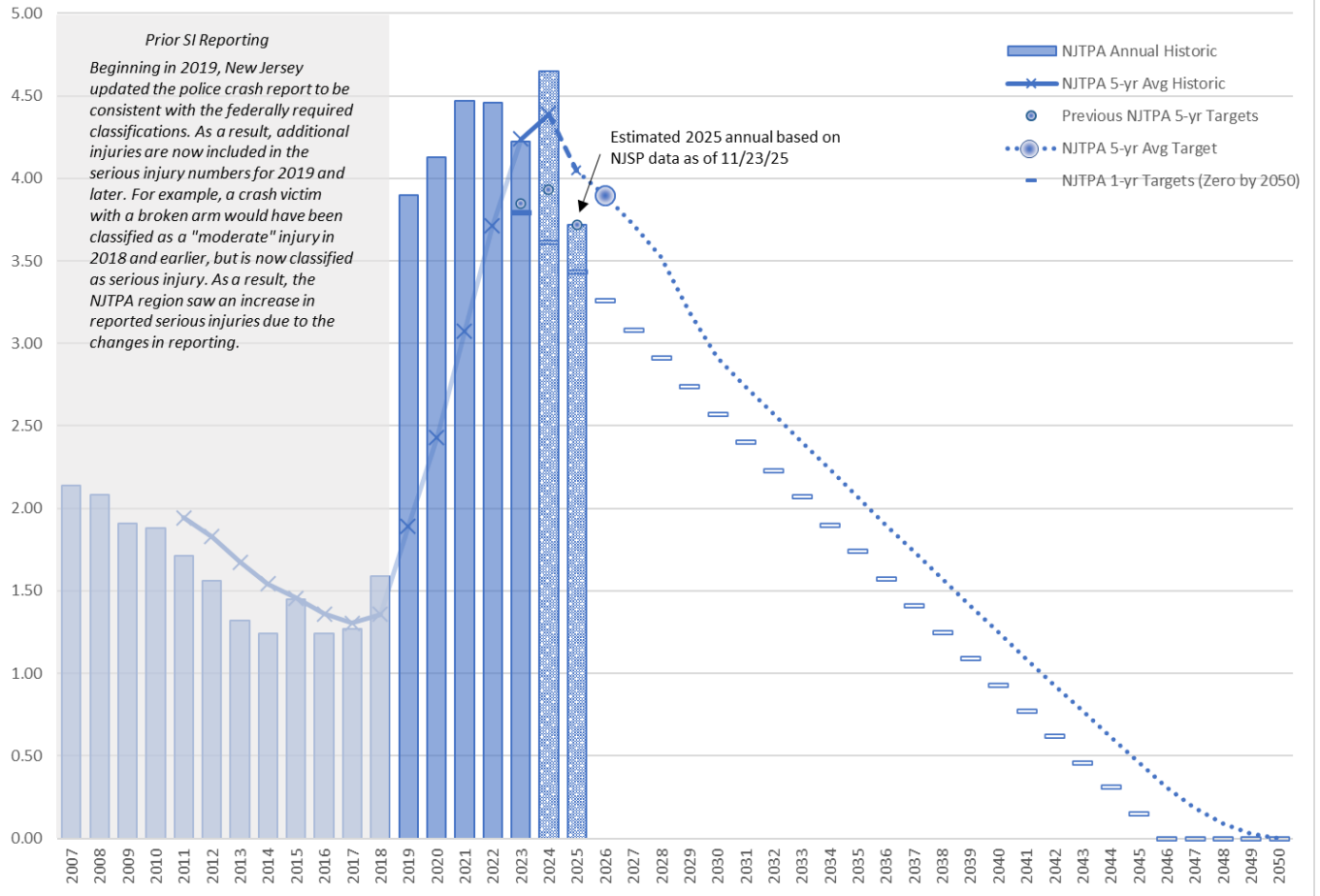
### NJTPA Fatality Rate Target for 2025

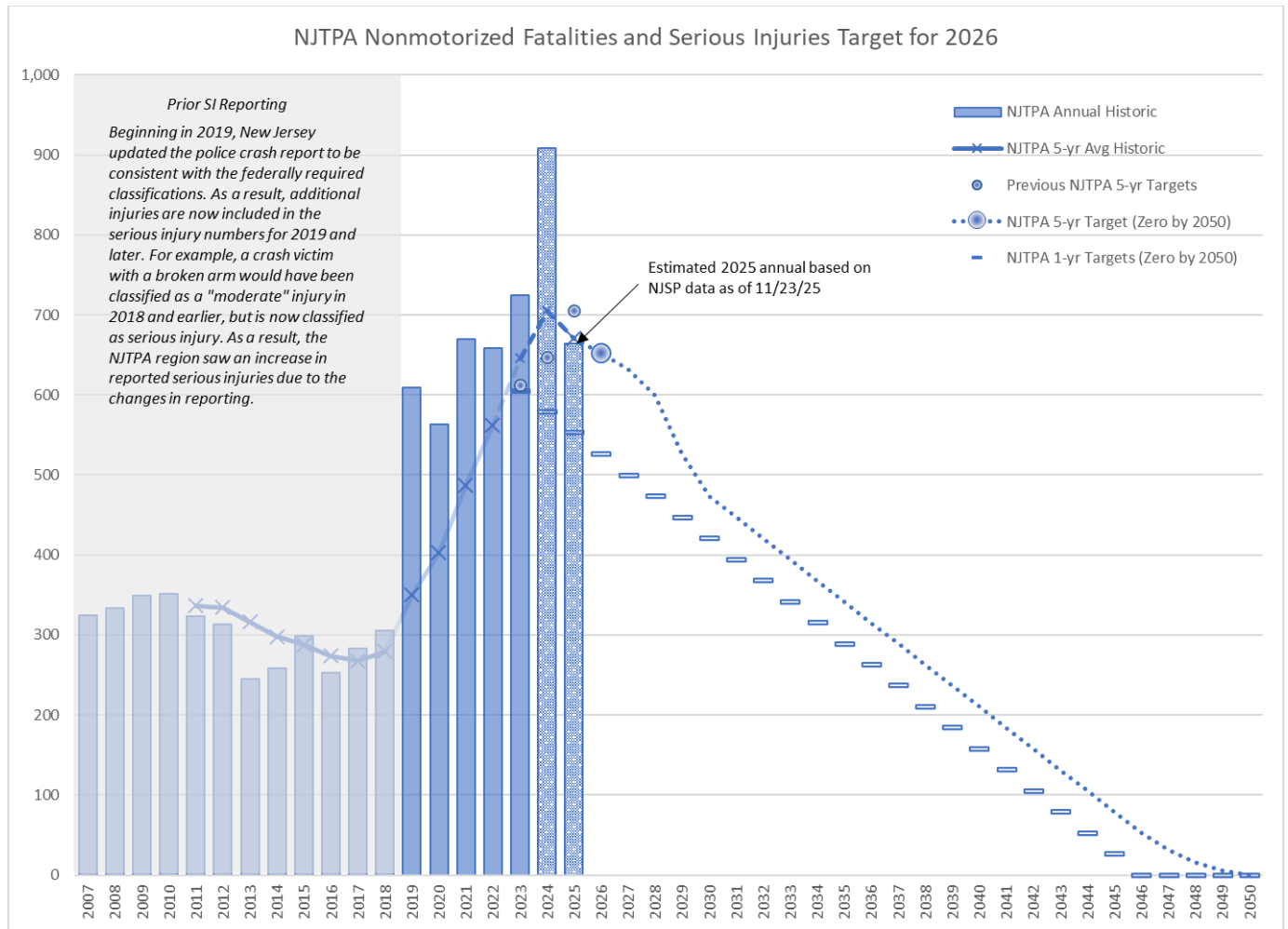


### NJTPA Serious Injuries Target for 2026



### NJTPA Serious Injury Rate Target for 2025





**Justification for Action:** The NJTPA is required to establish roadway safety targets within 180 days after they are identified by NJDOT, by either setting a specific numeric target or targets for the NJTPA region, or by agreeing to plan and program projects that support attaining the state targets. This action would set roadway safety targets for 2026 specific to the NJTPA region, to reflect a long-term goal of reaching zero fatalities and serious injuries by 2050.

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