NJTPA

Connecting Communities

LONG RANGE TRANSPORTATION PLAN

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NJTPA NORTH JERSEY TRANSPORTATION PLANNING AUTHORITY

DRAFT • July 7, 2025

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APPENDICES

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Chapter 1 - The NJTPA and Its Region

The transportation system connects our region's residents with the places they need to go and to the people in their lives, whether they're traveling to work or school, grocery stores and doctors' offices, or to see family and friends. The region's vast transportation network of 25,000 miles of roadway, 500 miles of passenger rails and over 3,000 buses connect 7 million people, 384 municipalities and 13 counties across more than 4,200 square miles. This plan pays particular attention to the role the transportation system plays in supporting the lives of the people who live and work in our region, reflected in the title *Connecting Communities: The NJTPA Long Range Transportation Plan*.

Our transportation system supports a thriving regional economy and plays a pivotal role in the movement of goods and people throughout the Mid-Atlantic and Northeast. It includes some of the nation's most heavily traveled highways, mass transit, port, airport and freight rail facilities. A network of bike lanes and multi-use trails connects many destinations and provides additional low cost, healthy travel options.

Communities within the NJTPA region form a microcosm of the nation, spanning urban, suburban and rural areas, from the bustling cities of Newark, Jersey City and Paterson, to suburban municipalities dotted by industry, offices and commercial development, to the towns built around the attractions of the famed Jersey Shore, to still-bucolic rural areas, with large swaths of farmland and open space preserved in the face of ongoing development pressures. The region is home to a diverse population consisting of a growing share of older people and many cultures and languages, also reflecting the nation.

As the most densely populated part of the nation's most densely populated state, the NJTPA region is close knit, with residents routinely traveling and interacting for work, entertainment and other endeavors, often taking advantage of multiple means of travel – driving, riding buses or trains, walking or biking. The dynamic and interdependent communities contribute to a quality of life in the region that – though not without its challenges and tensions – continues to attract a diverse, growing population, helping over the years to spawn world-renowned talents in business, industry, music and the arts.

Since the Last Plan

Connecting Communities is the latest update of the long-range transportation plan (LRTP) mandated by the federal government for Metropolitan Planning Organizations (MPOs) like the NJTPA. MPOs must update long-range plans every four years as a condition to receive federal transportation funding, which has been up to $3 billion annually in recent years in the NJTPA region. This plan is consistent with and takes guidance from state and federal plans and regulations, as touched on in Chapter 2.

A lot has changed since the NJTPA adopted its last plan in September 2021, just as the region and the nation were emerging from the pandemic. A significant share of the population now works from home for all or part of the work week, adding to local travel and filling communities with increased activity during the day while changing traditional peak-hour travel volumes on major routes. More residents are taking a greater interest in and adopting alternatives to the automobile for many trips, including walking, biking, micromobility, demand-responsive transit, ride hailing services and more. At least partly in reaction, communities have increasingly sought to enhance the safety and quality of life on their streets and in their neighborhoods by taking a Complete Streets approach to their roads. Complete Steets are designed to ensure the safe and adequate accommodation of all users of the transportation system, including people walking, biking or driving, public transportation users, children, older individuals, people with disabilities and freight vehicles, like delivery trucks.

At the same time, national, state, and local policymakers have become more aware of the high cost of housing in the region and the need to coordinate land use decisions and transportation investments. Increasing housing construction around transit-oriented development (with homes and businesses more accessible to bus and rail transit) is recognized as a means not only to improve local mobility, jobs and revenue but to improve air quality and create more livable and sustainable downtowns and neighborhoods for the long term. Similarly, expanding development to include new multi-family housing and new services such as local shuttles can help create more inclusive communities, helping redress disparities in transportation access and opportunities among the region's communities.

Since the last plan update, the NJTPA has bolstered these and related innovations in community planning, supporting progress not only at the regional level but among its subregions – the 15 city and county local governments that make up the NJTPA Board – and increasingly working directly with municipalities. The NJTPA has also partnered with state agencies, particularly the New Jersey Department of Transportation (NJDOT) and NJ TRANSIT, on community-building initiatives and programs along with support for local transportation investment. The NJTPA annual report for Fiscal Year 2024 details some of this progress.

This plan seeks to take lessons from and build upon insights from these efforts to guide future planning and regional investment in the transportation system – better connecting communities for the benefit of all residents.

Infrastructure Progress

To better connect communities, this plan also seeks to continue progress since 2021 to enhance and improve the economically vital transportation infrastructure linking and spanning the region.

Maintenance and preservation of the region's major infrastructure – arterials, highways, bridges, passenger and freight railways, gateways to port terminals, ferry landings, light rail lines, walking and biking trails and more – requires more than half the region's annual transportation funding. This includes fixing and replacing bridges, resurfacing highways, addressing safety hazards, support for strategic transit investments and implementing technological fixes. As detailed in the financial element of this plan, this leaves only a relatively small portion of available funds to make enhancements or to realize new capacity such as expanding the transit network to meet future travel demands.

Yet in recent years, significant progress has been made, thanks to strong state support for transportation and an influx of federal funding. Average annual transportation funding in the first four years of the NJTPA's Transportation Improvement Program (TIP) has grown from $2.9 billion in the 2022 TIP to $3.7 billion in the 2024 TIP, and further to $4.1 billion in the FY 2026 TIP. While much of this was realized through increases in federal formula funding from the Infrastructure Investment and Jobs Act (IIJA) of 2021, the region was also the beneficiary of awards from competitive federal grant programs.

Of note is the long planned $16 billion Hudson Tunnel Project, which will eliminate one of the biggest risks of failure on the Northeast Corridor by building two additional tracks and rehabilitating the existing North River Tunnel, resulting in four modern tracks between New York and New Jersey. The new tunnel will be in service by 2035, and the full rehabilitation of the existing tunnel will be completed by 2038. The project has received $12 billion in federal funding – the largest federal commitment to a rail transportation project in modern history – with contributions from New Jersey, New York and the Port Authority of New York and New Jersey. Work is underway. Federal funding has also improved the condition of the region's roads and bridges (see Chapter 3, Section 3.6).

The NJTPA has worked with its subregions since the last plan to contribute to infrastructure improvements by funding and offering engineering and other assistance for key local bridge and other projects, initiated and sponsored by county and city governments. It has also continued support for crucial safety upgrades through its Local Safety and High Risk Rural Roads programs, among others. The NJTPA also supports critical goods movement investments by working with counties through the Freight Concept Development Program and has initiated a similar program to support Complete Streets infrastructure improvements.

The Way Forward

This plan seeks to prepare for the continued growth and development of the region through the horizon year of 2050. Population, which grew 5 percent since the last plan to just over 7 million, is projected to grow by almost 13 percent to 7.9 million in 2050. Regional employment is anticipated to grow 23 percent, from 2.9 million jobs today to 3.6 million in 2050. These are reflected in the maps and charts in Chapter 3.

The region's growth will add travel demand to a transportation system already at or above capacity in many locations. Vehicle miles traveled (VMT) on the region's roads is expected to increase from 154 million miles traveled per day to 170 million miles traveled per day in 2050, an 11 percent increase. At the same time, demand for bus and rail transit will likely continue to grow, with ridership surpassing pre-pandemic levels. Freight volumes are also projected to grow 25.8 percent from 399 million tons per year to 502 million tons in 2050. The continued growth in demand will require coordinated planning and investments at all levels of government to support the regional economy and quality of life in the region's communities.

At the same time, many aspects of the transportation network will almost certainly be transformed by innovative technologies. Advances in artificial intelligence (AI) may finally make automated vehicles and connected vehicles traveling on smart highways a reality. It may also alter how transit services are organized and delivered. New Jersey is already piloting smart intersection technology to help reduce pedestrian crashes on Route 1/9 in the City of Elizabeth, as discussed further in Chapter 3. Meanwhile, advances in battery and other technologies may decisively shift the transportation sector away from fossil fuels, even as sea level rise and extreme weather increasingly threaten the functioning of the transportation system.

To find a way forward through these changes while addressing key challenges affecting the region and its communities, the NJTPA sought wide-ranging input in the development of this plan and its vision. The groundwork was laid through a vision session with NJTPA Board members and subregional staff in October 2024. Subsequently, extensive public outreach and education was conducted, as discussed in the next chapter and in Appendix C.

In addition, data analysis, modeling and other technical planning activities, highlighted below, helped the NJTPA understand where and how transportation demand will likely grow, the nature of needs facing the region and the range of strategies that can support continued regional progress.

Goals

The outcome of these efforts is a revised set of seven long-term goals for the region's transportation system.

The NJTPA commits to collaboration, planning, and investments that:

- Ensure the transportation system provides access and opportunities to meet the needs of all users.
- Make the transportation system safer for all travelers, with the goal of reducing fatalities to zero by 2050.
- Enhance system coordination, efficiency, connectivity, and reliability for the movement of people and goods.

- Make the system resilient to the impacts of extreme weather and other hazards.
- Coordinate land use and transportation to create healthy and vibrant communities that reduce environmental and air quality impacts and support transit ridership, biking, and walking.
- Maintain the transportation system in a state of good repair.
- Increase the region's economic activity, sustainability, and competitiveness.

These goals represent the NJTPA's long-standing commitment to preserve and improve regional transportation while meeting the needs of its communities. The goals have been updated since the last plan to reflect updated guidance and new areas of emphasis.

This plan is organized around these seven goals, analyzing trends and projections related to each goal and identifying strategies to meet them through planning and investment. Each goal is discussed in more detail in Chapter 3.

Progress toward all goals will be assessed through a performance-based planning approach, where system performance measures with quantitative targets will be monitored and used to guide mid-course corrections in plans and programs. Some of these performance measures are mandated under federal regulations; others have been developed by the NJTPA to address particular regional needs and issues. See Chapter 3 and Appendix D for details of this performance-based planning.

Investments

While the goals are at the heart of this plan, providing overarching priorities for future development of transportation, *Connecting Communities* is more than a policy document. It identifies and makes choices about near-term, mid-term and long-term investments to be accomplished with reasonably expected available funding. The project index at the back of the plan includes:

- Near-term projects and programs drawn from the TIP. The TIP is the federally required mechanism for funding and scheduling projects for work leading to construction over the next four years;
- Mid-term projects stretching 10 years or so into the future that are consistent with the State of New Jersey capital program and the NJTPA Study and Development program. Many of these are still undergoing development, including engineering and environmental reviews, and their funding commitments and schedules could change; and
- Long-term projects, some of which have been identified in concept and still must be further defined and developed to gain federal funding and be scheduled for implementation.

For the near-term and mid-term, the project index includes $39.9 billion in project commitments. Many billions more will be required for long-term investments as discussed in the financial element of this plan (Chapter 4).

Many of the projects in the index have long histories, having gone through various stages of evaluation and development. All the projects, except those that are still concepts for long-term consideration, have been scored and selected based on the NJTPA project prioritization criteria. These criteria award points based on how well projects meet regional goals. The criteria are being updated to reflect the revised goals in this plan and will be used for project selection during the life of this plan.

While all projects in this plan are thus screened to support long-term transportation goals and priorities, many also are oriented toward meeting specific federal and state mandates – for instance, realizing progress toward performance targets and to fulfill commitments to reduce pollutants to meet federal and state air quality standards, among other purposes.

Developing projects to cost-effectively improve transportation is especially difficult in North Jersey due to the region's aging and often outmoded infrastructure and its need to handle heavy travel demand. In many locations there are limited options for physical improvements, with infrastructure hemmed in by homes, businesses and other development or by protected or environmentally sensitive lands.

In addressing a transportation problem – a congested roadway, a hazardous curve, a deteriorating bridge or lack of pedestrian access to a destination – planners often must consider many alternatives, conducting detailed traffic, engineering and environmental assessments. NJTPA programs support subregional studies and planning to begin these assessments, requiring the involvement of local officials, stakeholders and the public. The strategies and concepts they identify are often further refined in cooperation with state agencies as part of the "project pipeline" to prepare them for eventual funding and construction.

Planning Support and Guidance

As a regional planning agency, however, the NJTPA seeks to ensure that local investments support and contribute to regional goals while also addressing local needs.

One of the means to accomplish this, the NJTPA Regional Capital Investment Strategy or RCIS (Appendix E), created with input from the Board, subregions and partner agencies, sets targets for funding various categories of projects and programs. There are three broad groups: system preservation, system improvement and system support. Each group has categories within it. It should be noted that each project and program can only be assigned to one category. So, for example, a road or bridge rehabilitation project may include safety or pedestrian and bicycle improvements, but these would not be reflected in the RCIS

allocations, as the projects would predominantly be considered preservation and categorized as such. (See Figure 3.3.3 in Chapter 3 for allocations chart)

The RCIS identifies principles and guidelines that can be consulted to develop and implement projects and programs in keeping with regional priorities. The RCIS recognizes that the precise levels of funding applied to the various spending categories may vary significantly from year to year. By comparing actual funding with RCIS categories and targets, the NJTPA and its partners have a means to better understand and monitor the nature of overall investments and the outcomes they support. The RCIS is a living document that can be updated and adjusted during the life of this plan.

In addition to the RCIS, technical planning at the NJTPA also guides where and how investments can best be made. A study called the *Accessibility and Mobility Regional Reassessment* – fulfilling federal Congestion Management Process requirements – makes use of the latest modeling tools and data resources to help assess needs throughout the region and the strategies to address them. It includes a focus on approaches for enhancing transportation access and opportunities benefiting all communities (Appendix G).

In addition, a host of other NJTPA initiatives and programs help guide and support regional planning and investment. Among them are programs to

- Gather and assess regional trends including using computer modeling to forecast population and employment (Appendix F), to monitor progress on federally required performance measures (see Appendix D, System Performance), and to address federal air quality standards (called air quality conformity, Appendix B);
- Support studies at the regional and city/county subregional level to investigate key issues, such as safety, on- and off- road trail plans, Complete Streets, local goods movement, or leveraging transportation for economic vitality;
- Offer technical assistance to bolster local and subregional planning in areas such as Complete Streets and help develop project concepts for eventual federal funding;
- Support the work of Transportation Management Associations (TMAs) to coordinate with employers, local government, schools, community organizations, and the public to improve local transportation and improve services for special needs populations; and
- Assist municipalities to realize more vibrant downtowns, coordinate land use and transportation decisions, promote transit oriented development and other objectives;
- Promote local safety, including the development and implementation of local safety action plans;

- Encourage expanded opportunities for walking and biking through an active transportation plan and support for local trails.

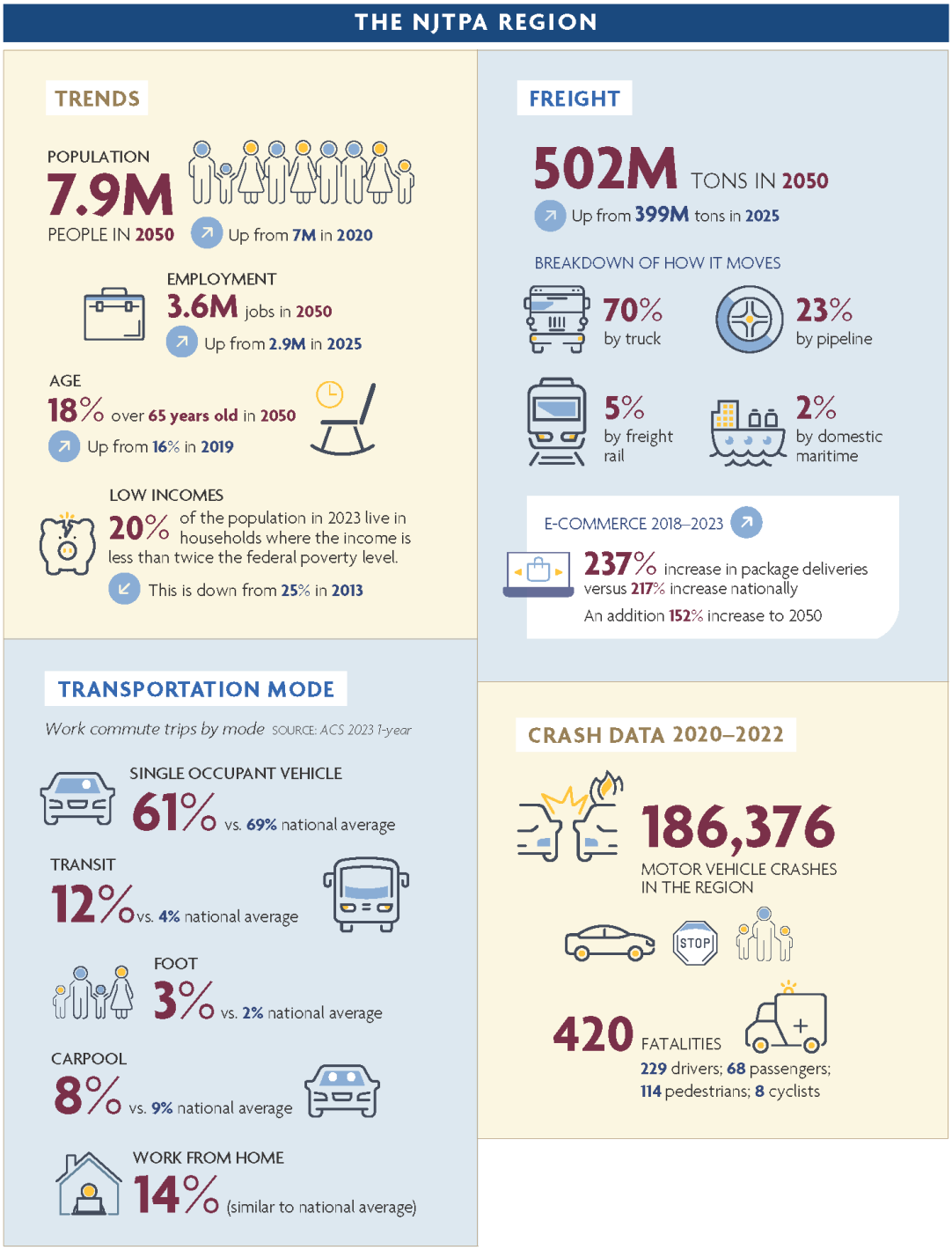
These and other programs are updated each year and described in the federally mandated Unified Planning Work Program (UPWP) adopted by the NJTPA Board. The UPWP provides a window into how the NJTPA is working to implement this plan on a year-to-year basis.

Funding the Future

This plan envisions systematically improving the transportation system by making full and effective use of all available transportation funding.

To keep pace with growing population and travel, new methods of funding transportation will be needed. This plan foresees an average of $4.9 billion in year of expenditure (YOE) dollars available annually to address current and future transportation system needs. This totals approximately $123.5 billion YOE over the life of the plan. The financial analysis (Chapter 4) includes alternative funding scenarios in which greater or lesser funding realized over the long term could alter the target allocations among the RCIS project types.

Connecting Communities provides a framework of transportation policies and priorities to cost-effectively apply billions of dollars of funding each year to meet the most pressing needs of its region and communities.


THE NJTPA REGION
TRENDS
POPULATION
7.9M
PEOPLE IN 2050
Up from 7M in 2020
EMPLOYMENT
3.6M jobs in 2050
Up from 2.9M in 2025
AGE
18% over 65 years old in 2050
Up from 16% in 2019
LOW INCOMES
20% of the population in 2023 live in households where the income is less than twice the federal poverty level.
This is down from 25% in 2013
FREIGHT
502M TONS IN 2050
Up from 399M tons in 2025
BREAKDOWN OF HOW IT MOVES
70% by truck
23% by pipeline
5% by freight rail
2% by domestic maritime
E-COMMERCE 2018–2023
237% increase in package deliveries versus 217% increase nationally
An addition 152% increase to 2050
TRANSPORTATION MODE
Work commute trips by mode SOURCE: ACS 2023 1-year
SINGLE OCCUPANT VEHICLE
61% vs. 69% national average
TRANSIT
12% vs. 4% national average
FOOT
3% vs. 2% national average
CARPOOL
8% vs. 9% national average
WORK FROM HOME
14% (similar to national average)
CRASH DATA 2020–2022
186,376
MOTOR VEHICLE CRASHES IN THE REGION
STOP
420 FATALITIES
229 drivers; 68 passengers;
114 pedestrians; 8 cyclists
KHAN-DESIGN.NET

Chapter 2 - Vision

Vision Statement

Connecting Communities: The NJTPA Long Range Transportation Plan envisions a resilient, modern multimodal transportation system that meets the needs of all users – getting people and goods to their destinations safely, easily and reliably. The NJTPA will strive to ensure the transportation system supports a thriving, resilient regional economy, and improves the environment, health and quality of life for all residents.

This vision statement was developed with guidance from the NJTPA's Board of Trustees, partners, staff and the public. It served as a guide for the creation of *Connecting Communities* and encapsulates the NJTPA's approach to meeting its mandates as the MPO for northern and central New Jersey.

As required by federal law (Title 23 CFR Part 450), this plan includes "long-range and short-range strategies/actions that provide for the development of an integrated multimodal transportation system (including accessible pedestrian walkways and bicycle transportation facilities) to facilitate the safe and efficient movement of people and goods in addressing current and future transportation demand."

As discussed in Chapter 1, to meet these requirements, the NJTPA Board considered the prior plan's goals, refined and expanded them, arriving at the seven goals underpinning this plan. These goals (page 5) are pursued in the context of priorities and policies set by the U.S. Department of Transportation, which oversees MPO planning across the country in keeping with federal law. The law includes several planning factors reflected in this plan, including one that speaks directly to the *Connecting Communities* theme – enhancing connectivity across and between modes for people and freight. Other federal planning factors reflected in this plan include: supporting the region's economic vitality and enhancing travel and tourism; making the transportation system safer and more secure for all users; increasing accessibility and mobility for people and freight; protecting and enhancing the environment; making the transportation system more resilient, reliable and efficient; improving quality of life; and emphasizing the preservation of the existing transportation system.

Since 2018, the federal government has required state departments of transportation and MPOs to make use of a standardized series of performance measures, setting targets to track and improve how well roads, transit and freight systems are working. These performance targets are adopted by the Board of Trustees and benchmark progress towards meeting the planning priorities (see Appendix D).

The NJTPA vision for the region in this plan is consistent with and reflects these national priorities. The vision also draws upon and coordinates with the policies of state and partner agencies. This includes policies in the following plans, among others:

New Jersey State Development and Redevelopment Plan (State Plan)
New Jersey Strategic Highway Safety Plan (SHSP)
New Jersey Keep It Moving Long Range Transportation Plan
NJ TRANSIT 2030 – A 10-Year Strategic Plan
Port Authority NY- NJ Capital Plan and Port Master Plan 2050
Highlands Master Plan
Hackensack Meadowlands District Master Plan Update
New Jersey Turnpike Capital Plan & Strategic Plan
New Jersey Priority Climate Action Plan New York-New Jersey Metropolitan Statistical Area Priority Climate Action Plan

Coordinating with these and other plans and partner agencies is an essential function of the NJTPA as it fulfills a "comprehensive, cooperative, and continuing approach" to planning – called "3C" planning – which has been mandated in federal law for MPOs for more than four decades. It means the NJTPA seeks to integrate varied interests, perspectives and priorities into a singular long-term vision for the region and its communities.

This coordination extends beyond the NJTPA region to include the greater metropolitan area through the Metropolitan Area Planning (MAP) Forum. This group of 10 MPOs and councils of government from New York, New Jersey, Connecticut and Pennsylvania meets regularly to discuss larger regional issues, such as goods movement. The MAP Forum is finalizing a report outlining existing transportation and other data for the larger region, entitled *Regional Planning Context: The Multi-State Metropolitan Region*.

Gathering input

Moving from broad goals for regional transportation to strategies and investments that can achieve them requires detailed study of needs around the region and robust public and stakeholder engagement. As highlighted in Chapter 1 and discussed further in Chapters 3 and 5, several NJTPA programs help identify and advance strategies and investments. These programs are conducted in cooperation with NJTPA member agencies and partners, frequently with participation by municipal officials, and private and public sector stakeholders. All provide opportunities for public input and review.

This plan will shape and direct these ongoing programs, drawing upon extensive public and stakeholder input. More than 4,000 people provided input for *Connecting Communities* through online surveys, a children's contest and in-person and virtual events. Social media, flyers and outreach to community groups were used to reach as many people as possible. Figure 2.1 summarizes the people reached through these methods. In addition, targeted outreach was developed to engage traditionally harder to reach groups including children and teens, young adults and those with limited English proficiency. The plan

Figure 2.1

website, press releases, and paid and earned social media posts were used to raise awareness about *Connecting Communities* and opportunities for public input. In addition, to meet a new federal requirement, housing stakeholders were engaged in the development of this plan. Below is a summary of some of the key input received. More detailed information is in Appendix C.

Board Visioning

In October 2024, the NJTPA held an in-person visioning session with the NJTPA Board. It included many subregional planners. As noted in Chapter 1, the session was built around a revised set of goals. Among the key points during the wide-ranging and thoughtful discussions were the following:

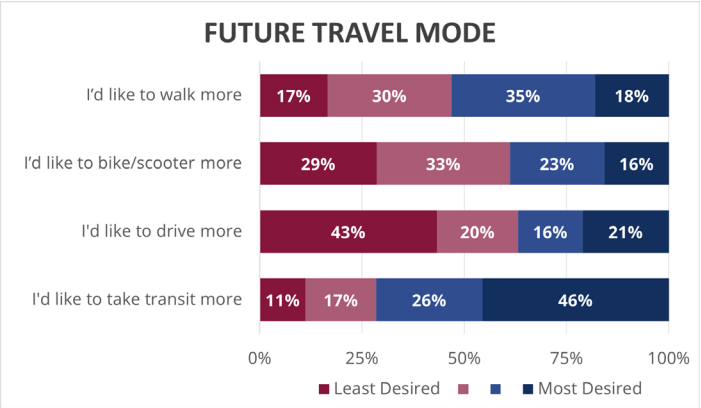
- The NJTPA and partner agencies must redouble efforts to make travel safer, including increasing collaboration between the counties and municipalities.
- There is a need to improve the transit network; to address road congestion and unreliable travel times; and to upgrade aging or outdated facilities.
- Other suggestions included supplementing traditional, fixed route transit with on-demand services and micromobility; increasing housing near transit; bolstering local planning capacity and resources; applying more data-driven approaches to target investments for safety and other needs; and better engaging developers and the private sector.
- Participants also discussed how the NJTPA can work to ensure the transportation system meets the needs of all users, which led to the creation of a new plan goal.

Surveys

More than 1,850 people participated in an initial online survey sharing their vision for the future of regional transportation. Most participants (45 percent) said driving is their primary means of transportation, followed by bus/light rail/PATH/train at 26 percent, walking at 19 percent and riding a bicycle or scooter at 5 percent. Among the insights:

- When asked to rank desired future travel modes, nearly half (46 percent) of participants said they would like to ride transit more as their first choice and another 26 percent selected that as their second choice. The next most popular future travel mode choice was

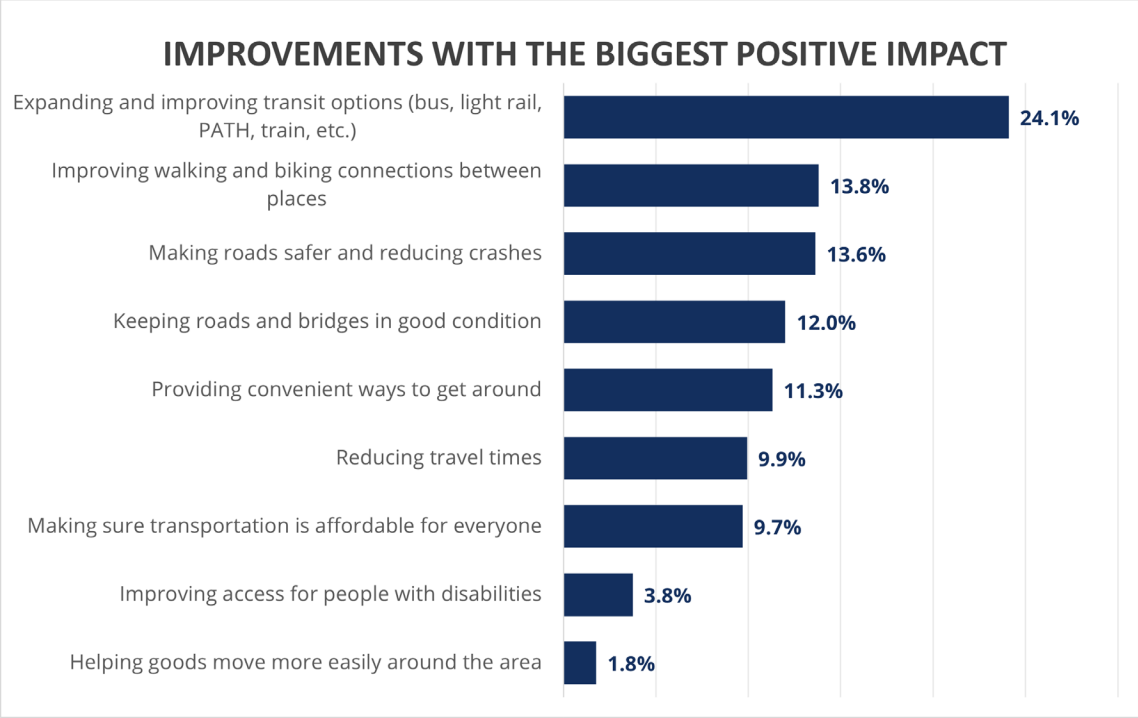
Figure 2.2



walking/using a mobility device, followed by riding a bike/scooter more. Driving more was the least popular option. (See Figure 2.2)

- Of those who do not currently use transit, the top ways they could be encouraged to do so include more frequent service (14 percent), better connections to other transit lines (12 percent) and faster travel times (10 percent).
- Approximately half of respondents said they did not feel the transportation system in their area meets their current needs.
- When asked what improvements would have the biggest positive impact, 24 percent chose expanding and improving transit options, followed by improving walking and biking connections (13.8 percent) and making roads safer and reducing crashes (13.6 percent). (See Figure 2.3)

Figure 2.3



A second survey was conducted from late April through early June to coincide with in-person pop-up outreach events. It included the same questions being used at the in-person events, detailed below, to provide an additional opportunity for the region's residents to provide input. The findings are incorporated in the Pop-Up Outreach section.

Forums

Three virtual Let's Talk Transportation forums were held in January and March to present information and gather feedback on a variety of topics. They included:

- *Walking, Biking & Rolling Investments: Creating Active and Accessible Communities*, held in partnership with the New Jersey Bike & Walk Coalition and Alan M. Voorhees Transportation Center at Rutgers University
- *Going Places: Improving Access to Transit*, held in partnership with NJ TRANSIT
- *Creating Vibrant Downtowns: Balancing People, Parking & Deliveries*, held in partnership with Downtown New Jersey

Pop-Up Outreach

In-person public outreach was conducted in each of the 15 subregions between mid-April and early June. The outreach was held at a variety of well-attended community-oriented events, hosted by non-profits, municipalities, counties and others (see Appendix C for a full list).

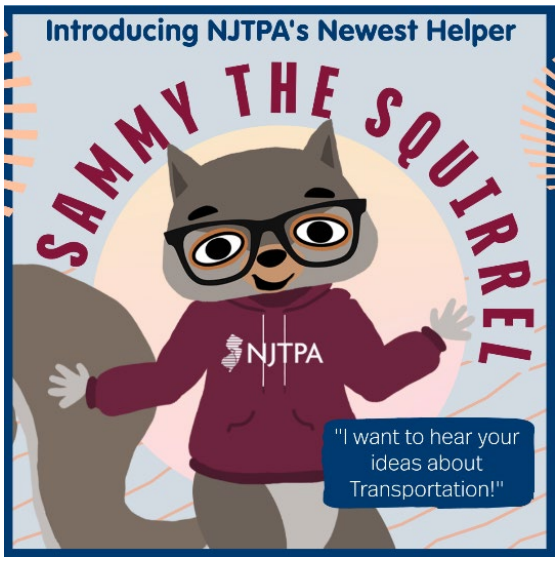
Participants' top priorities were:

- Transit: Service that goes to more places people want to go
- Safety: Streets designed for all users – walkers, cyclists and drivers
- Walking and Mobility: Connected and well-maintained sidewalks
- Bicycling: Better connections to parks and community spaces

Approximately 1,700 people shared their insights on these topics and their transportation improvement priorities through the pop-up events and supplemental online survey.

Targeted Outreach

To ensure that the outreach reflected the diversity of the region, additional targeted activities were conducted. This included the introduction of Sammy the Squirrel, the NJTPA's new mascot, to engage children. Sammy's likeness was used on the plan website and in social media posts to encourage children and teens to share their ideas through a multimedia Future of Transportation contest. A puppet version of Sammy also visited Boys and Girls Clubs, Liberty Science Center and public libraries in the region to engage children and get them to record their ideas for the future. Other targeted outreach included:



- Working with the NJTPA's Outreach Liaisons to develop materials to engage their communities. This included developing an activity to gather input at ESL classes, as

well as a survey and a virtual and in-person outreach event to engage members of the LGBTQ+ community.

- Reimagining the Set the Table meeting in a box activity from prior LRTPs as an interactive online game to engage young adults and others. An event was held in May to engage members of the NJTPA's UpNext North Jersey young adult advisory group using the game. It was also used to engage teens at pop-up events at Boys and Girls Clubs in the region.

Housing Roundtable

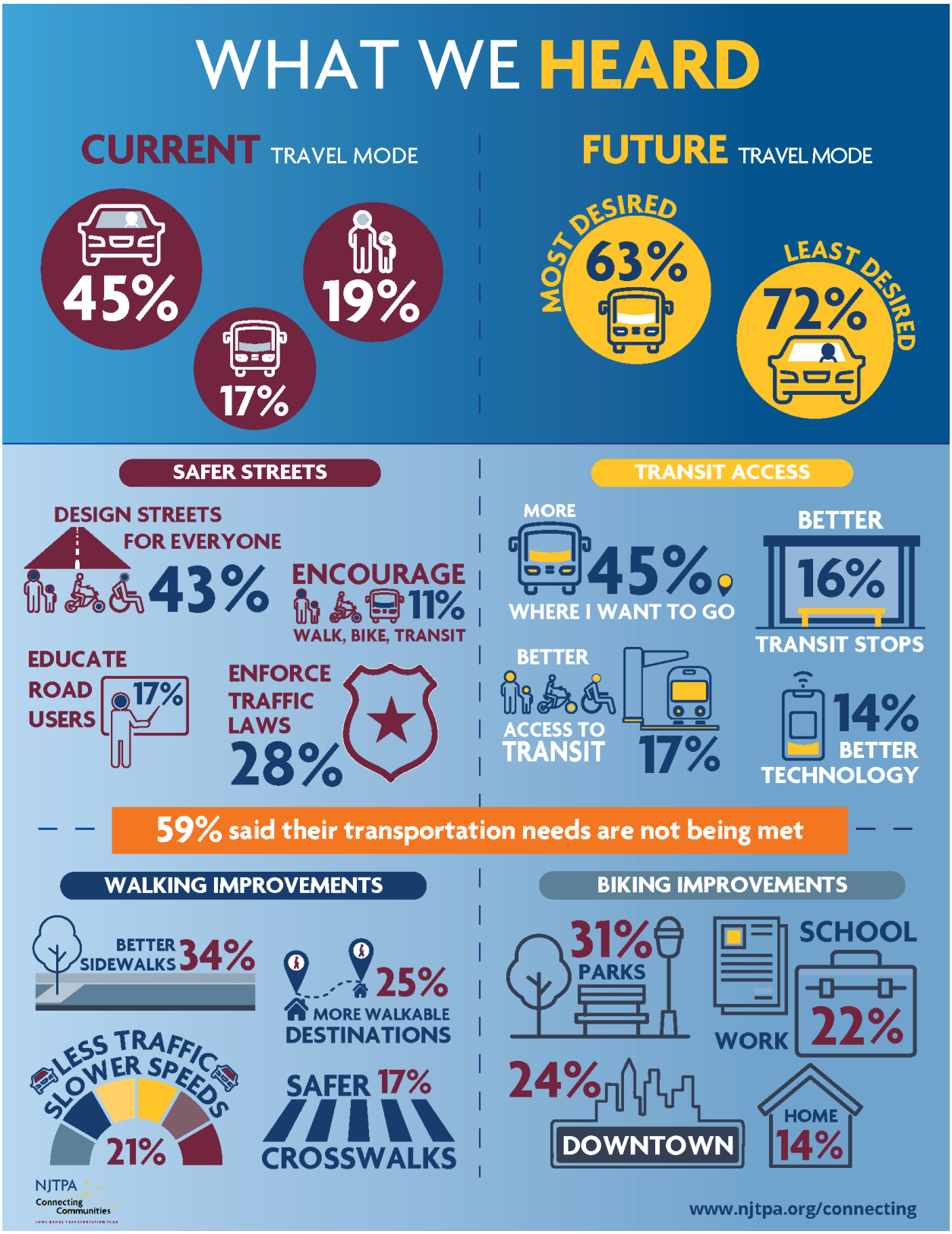
Developers and housing advocates participated in a roundtable discussion on affordable housing in February 2025. This roundtable was held to comply with new requirements in IIJA, which encourages the consideration of housing in the transportation planning process and recommends coordinating with affordable housing organizations and others. Participants included representatives from the Affordable Housing Alliance, Invest Newark Land Bank and municipal housing authorities. Discussion touched on the challenges faced by residents in finding stable and affordable housing, the need for affordable housing to be located near transit and other lower cost travel modes, and the need for a diversity of housing types close to transportation and other services to meet the needs of the region's diverse population. Ensuring that the region fosters mixed-use, walkable neighborhoods centered around public transportation is critical for affordability and strengthening the region. The discussion informed recommendations in Chapter 3.

Using What We Heard

The input from these efforts (see Figure 2.4), along with findings of technical planning activities highlighted in Chapter 1, was used to craft this plan and its vision for the future. Some recommendations gathered during outreach activities were incorporated directly into *Connecting Communities;* some helped the NJTPA refine existing plan elements; and other suggestions had to be balanced with competing priorities or set aside for future consideration due to funding, feasibility and other challenges. However, all input was weighed and carefully considered. Summaries are included in Appendix C.

The next chapter presents the results of both public input and technical planning during the development of this plan. It is broken into seven sections and includes issues facing the region in each goal area. The chapter provides a blueprint for advancing and implementing this plan's vision for the region.

Figure 2.4


WHAT WE HEARD
CURRENT TRAVEL MODE
45%
19%
17%
FUTURE TRAVEL MODE
MOST DESIRED
63%
LEAST DESIRED
72%
SAFER STREETS
DESIGN STREETS FOR EVERYONE
43%
ENCOURAGE
11%
WALK, BIKE, TRANSIT
EDUCATE ROAD USERS
17%
ENFORCE TRAFFIC LAWS
28%
TRANSIT ACCESS
MORE
45%
WHERE I WANT TO GO
BETTER
16%
TRANSIT STOPS
BETTER
ACCESS TO TRANSIT
17%
14%
BETTER TECHNOLOGY
59% said their transportation needs are not being met
WALKING IMPROVEMENTS
BETTER SIDEWALKS 34%
25%
MORE WALKABLE DESTINATIONS
LESS TRAFFIC SLOWER SPEEDS
21%
SAFER 17%
CROSSWALKS
BIKING IMPROVEMENTS
31%
PARKS
SCHOOL
WORK
22%
24%
DOWNTOWN
HOME
14%
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Chapter 3 - Connecting the Vision to Implementation

Introduction

This plan has seven ambitious goals that lay the foundation for creating a future transportation system that meets the needs of all users, while supporting our region's economy and creating a vibrant place where people want to live, work and visit.

To make this vision a reality, the NJTPA sought input from a wide range of stakeholders and the public to understand current and future needs and develop strategies to address them.

This chapter is broken into sections by goal area to show what must be done to achieve the overall vision, setting a course to a future where communities are well-connected, and people have access to opportunities, goods and services:

Section 3.1: Ensure the transportation system meets the needs of all communities.

The NJTPA recognizes that everyone in its region has a right to safely and easily get to where they need to go, whether commuting to work or school, visiting a friend or relative, going to the store or making a delivery. This includes trips by walking, bicycle, vehicle, transit and other modes. Acknowledging that the transportation system needs to more fully address the needs of all travelers, the NJTPA Board of Trustees has added this new plan goal to strengthen its commitment to this principle. The region's population faces a wide range of challenges, ranging from access to transportation, to safety, reliability and environmental

concerns, including the disproportionate impact of air pollution on families with young children and older adults and rising sea levels threatening our region's infrastructure. Ensuring the transportation system meets the needs of all users is an overarching mission that is incorporated throughout the NJTPA's work, and this is reflected in this plan's six other goals.

What We Heard:

There is too much focus on roads for cars. We need more places for safe walking, biking and more transit options.

Online Survey Response

The next section focuses on making travel safer for everyone and reducing fatalities to zero by 2050. Walking and biking face particular safety challenges:

- Only 2.5 percent of all crashes in the region involved pedestrians and cyclists, but these vulnerable road users account for nearly 30 percent of fatalities and serious injuries.
- Lower income individuals are more likely to use more affordable transportation modes, like walking or biking, putting them at greater risk of death or serious injury.
- Seventeen percent of pedestrians and bicyclists killed in crashes were Black, compared to their 11 percent share of the region's population, according to data from the federal Fatality Analysis Reporting System (2019-2021).
- Hispanic cyclists and pedestrians made up 29 percent of those killed in crashes, while they are only 24 percent of the population.
- New Jersey is one of eight states where the traffic fatality rate decreased as the income of a county increased, according to a report from the National Highway Traffic Safety Administration.

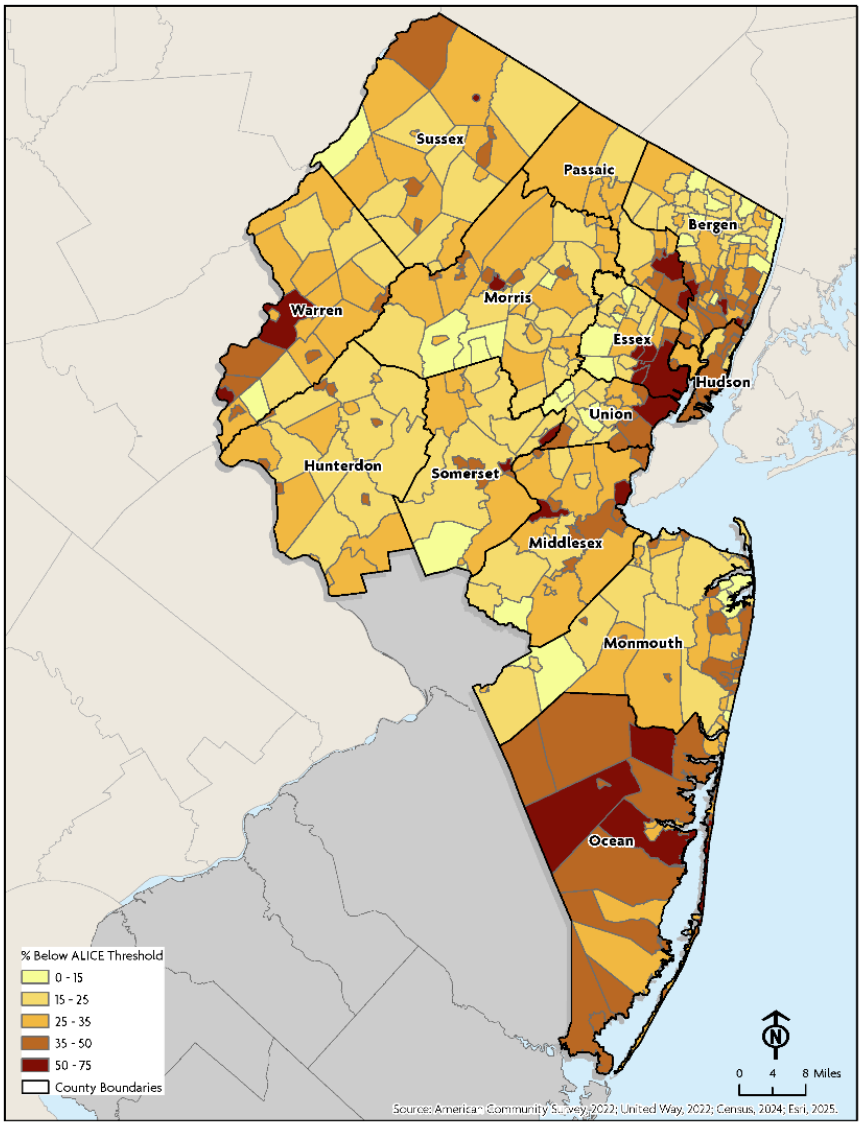
Also critical is improving system coordination, connectivity, efficiency and reliability. Regionally significant projects like the new Port Authority Bus Terminal in New York City, the Lincoln Tunnel Helix Replacement Project and New Jersey's strategy to replace older buses and trains will help improve transit reliability, ensuring riders get to work on time. NJ TRANSIT's bus system carries more than twice the number of annual trips as its rail network and is a vital lifeline for many of the region's lower-income and transit-dependent residents. Prioritizing improvements to bus service and infrastructure is essential to enhancing mobility for those who rely on transit the most.

Bus fleet and service enhancements include the procurement of 208 articulated buses and 20 battery-electric buses, which will double capacity per bus, introduce low-floor boarding, USB ports and advanced safety technology. Federal grants funded supportive infrastructure for electric buses, solar powered shelters, micro-transit app-based minibus

pilots for first- and last-mile solutions and bike sheds and electric minibuses to support intermodal access and paratransit electrification. Projects with Bus Rapid Transit (BRT) elements include the Liberty Corridor BRT (Newark - Elizabeth); Greater Newark "go bus" Routes; and Route 9 Corridor. Other projects such as the Meadowlands Transitway and the potential for a transitway between Paterson and Newark also include potential aspects of BRT and priority bus service. In addition, NewBus Newark, NewBus Hudson and the future NewBus Passaic are comprehensive studies and network reorganizations that use community input and performance data to evaluate future bus system needs. These improvements will require capital and operating funding to advance to construction and eventual operation. Appendix A has additional details NJ TRANSIT initiatives.

The cost of transportation also affects access to employment and other destinations. Nearly 9.5 percent of the region's population is living below the federal poverty level. However, the poverty level is the same nationally and does not account for cost-of-living differences between states and regions.

Figure 3.1.1 Percent of Population Below ALICE Threshold



The United Way's Asset Limited, Income Constrained, Employed (ALICE) Threshold for Financial Survival analysis provides a clearer picture of the challenges facing many of the region's residents. The threshold reflects the minimum cost of household necessities, like housing, childcare, food, transportation and healthcare. Under ALICE, 25.4 percent of all households in the region struggle financially to meet these basic needs (compared to 26 percent statewide and 42 percent nationwide).

Housing and transportation combined represent 36 percent of the monthly household survival budget estimated by ALICE, and many working families in the region struggle to meet this budget. In places as diverse as the City of Elizabeth (Union County), White Township (Warren County) and Lakewood Township (Ocean County), 50 to 75 percent of households do not earn enough to meet their needs.

The estimated percentage of household income consumed by housing and transportation is higher in many outer suburbs and rural areas than in inner suburbs and urban areas, as discussed in Section 3.5.

There is also a need to address access to employment. Most of the region's jobs are concentrated in the urban core, including the cities and older suburbs. The NJTPA's Congestion Management Process (CMP) (Appendix G) considers where residents have access to jobs within an hour commute by car or public transit.

Figure 3.1.2: Jobs Accessible by Transit, 60 Minutes or Less

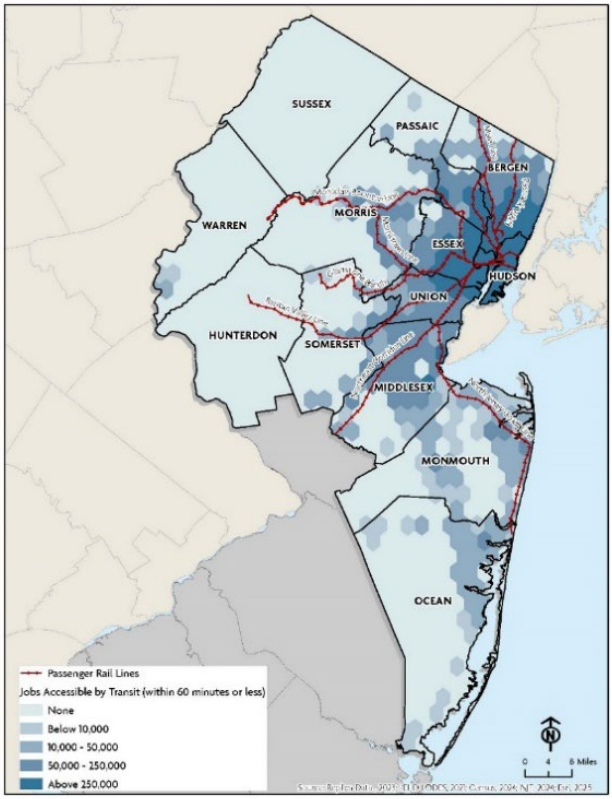
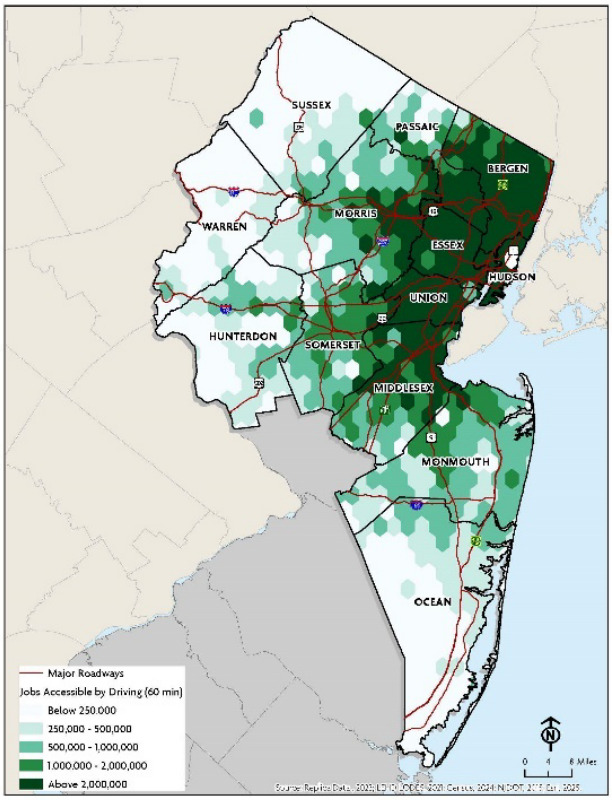


Figure 3.1.3: Jobs Accessible by Driving, 60 Minutes or Less



What We Heard:

While I am able to get around, it is often cumbersome as the variety of options is not a lot. I often plan routes in advance, mainly to identify gaps in transportation and how I'd need to complete my transportation. Other times, the options are sparse. Despite these concerns, I'm cognizant that the forms of transport I depend on the most, train, bus, and walking are adequate enough to get me to where I need to be.

Newark Resident

The region's extensive highway network allows people with personal vehicles to access jobs from most cities and suburbs. The exception is the more rural areas of Hunterdon, Ocean, Sussex, and Warren counties, where residents face longer commutes by car and fewer jobs within accessible commuting distance. While the region's urban cores have extensive public transportation networks, the region's rural areas and some newer suburbs lack transit access to jobs. This includes portions of Hunterdon, Middlesex, Monmouth, Morris, Ocean, Passaic, Somerset, Sussex, and Warren counties.

Lower-income workers are particularly in need of affordable housing in areas with higher employment opportunities and public transit access to job sites. Census tracts in Bergen, Essex, Hudson, Middlesex, Monmouth, Morris, Somerset, Union and Ocean counties all contain a geographic mismatch between the location of low-wage jobs and available housing for low-income residents. This includes locations near major interstates and the port facilities in Newark and Elizabeth. Some of these tracts also have average transit commute times of more than an hour. Conversely, some tracts in Middlesex, Morris, Ocean, Somerset, Warren and Sussex counties have a higher number of low-income worker residences than low-wage jobs.

Recurring congestion and delays also disproportionately impact lower income workers, such as those in service and logistics jobs and other industries with inflexible schedules and without work-from-home options. Delays in commuting are especially burdensome for families with small children and older adults, who require care and need to arrive home on time to tend to these responsibilities.

This plan recommends many approaches to address congestion and enhance mobility options that will help ease the undue transportation burdens many workers and residents face. This includes the CMP, which systematically identifies mobility needs around the region and tailors strategies to each community (Section 3.3), and promoting transit oriented development (TOD), affordable workforce housing and walking/biking facilities (Section 3.5). Many of these approaches also help improve air quality, which can improve health, as noted earlier.

Also important is maintaining the transportation system in a state of good repair (Section 3.6), which improves reliability and efficiency. This includes keeping roads free of potholes, making the transportation network more resilient to extreme weather and flooding and maintaining transit fleets in good condition to minimize breakdowns. Programs like the NJTPA's Local Capital Project Delivery (LCPD) Program give subregions access to federal funds for critical infrastructure projects, including replacing local bridges or improving corridor safety and congestion. During Local Concept Development (LCD), the first phase of this program, a demographics analysis is conducted to understand the various communities that might be impacted by the project (see sidebar on next page). Public engagement is tailored to reach as many members of the community as possible and is conducted in an accessible way to ensure the community's needs are met as the project is being developed.

Recommendations

The strategies for meeting the needs of all communities largely overlap with other goals in this chapter and are discussed further in those sections.

- Promote TOD and affordable workforce housing near transit (Section 3.5).
- Provide walking/biking facilities that connect affordable homes to services, education, retail and employment (Section 3.5).
- Maintain the transportation system in a state of good repair, including roads, transit facilities and vehicles (Section 3.6).

Sidebar: Addressing Community Needs Through Concept Development

One of the early steps in an LCD study is developing a project's purpose and need statement to ensure that any potential recommendations meet the needs of those who will be using the infrastructure for years to come. While cost is a factor in selecting a preferred option to advance to construction, community needs are also considered.

An example of the importance of community involvement is the Clay Street Bridge project, which Hudson and Essex counties are advancing through the LCPD program. Bridge replacements must be done in a manner that ensures waterways they cross remain navigable. It is typically more cost effective to build fixed span bridges, because they have lower maintenance and construction costs than moveable ones. However, replacing the swing bridge over the Passaic River with a fixed span in the built-up communities of East Newark and Newark, where little adjacent land is available, would have required a very steep grade. While cars could easily traverse the grade, the NJTPA and counties recognized that it would have been difficult for those who walk, bike and use mobility devices to cross the proposed new span. In response, the NJTPA worked with its state and federal partners to get approval to fund a movable bridge that meets the needs of the community. The project team will continue to engage the local community as it moves toward construction.

Another example is the recently completed LCD study that investigated alternatives for improving congestion and enhancing safety along Kennedy Boulevard (CR 6) and County Line Road (CR 526) in Lakewood Township. The parallel roads experience major congestion and there are concerns about bicycle and pedestrian safety in a community with a large Orthodox Jewish population that frequently relies on walking. The project team ensured stakeholder and public meetings did not conflict with religious observances so that community members could participate. Traffic data collection was also scheduled around these observances to ensure an accurate representation of the existing traffic conditions.

Considering the needs of the community, this study recommends a Complete Streets approach. County Line Road would be converted to one way eastbound and Kennedy Boulevard to one way westbound to improve the flow of traffic without widening the roads. The study also recommends installing 10-foot-wide side paths along both roads to accommodate the high volume of pedestrians and cyclists. Any missing sidewalk links would also be filled.

These are just two examples of how planning and project development work should be conducted. Considering the demographics, conducting robust and accessible public engagement, and identifying where the greatest needs are during project selection, will help create a better transportation network that meets the needs of everyone.

Section 3.2: Make the transportation system safer for all travelers and reduce fatalities to zero by 2050.

Every life lost on New Jersey's roads is one too many. The deaths, injuries and property damage caused by traffic crashes impose untold economic and social costs that demand attention and action. Making travel safer for everyone is a priority in all the NJTPA's work – from vision statements and goals, to plans, programs and projects. National and state safety performance measures have been established to track progress towards improving safety. The NJTPA's regional goal is to eliminate fatalities and serious injuries by 2050.

The number of fatal and serious injury crashes has been trending in the wrong direction in New Jersey in recent years despite many efforts to improve safety. From 2019 to 2022 (the most recent year of complete statewide data), there were 1,510 fatalities and 7,886 serious injury crashes in the NJTPA region. Table 3.2.1 shows the increase in fatalities, including pedestrian and cyclist deaths, from 2019-2022.

Table 3.2.1: Fatal and Serious Injury Crashes, NJTPA Region, 2019-2022

NJTPA Region Fatal and Serious Injury Crashes					
	Year				% Change (2019 to 2022)
Safety Metric	2019	2020	2021	2022	
Fatal Injuries (Total)	333	367	390	420	+26.1
Driver	173	182	208	229	+32.4
Passenger	56	52	49	68	+21.4
Pedestrian	98	121	121	114	+16.3
Cyclist	7	12	12	8	+14.3
Serious Injury Crashes	1910	1738	2090	2148	+12.5

Source: New Jersey State Police

Fatal crashes were more predominant on state roads and interstates (52 percent) than county (25 percent) and municipal (18 percent) roadways, where the average vehicle speed is lower and therefore may result in fewer fatalities. The remaining fatal crashes were predominately on roads managed by authorities, such as the New Jersey Turnpike and Garden State Parkway. The distribution of fatal crashes across jurisdictions and road ownership underscores the need for enhanced coordination between state, county and local governments in addressing safety concerns. This is reflected in the recommendations in this section and in Chapter 5.

What We Heard:

I would prefer to walk and bike far, far more, but facilities are extremely limited and often unsafe.

Highland Park Resident

The transportation system's most vulnerable road users, bicyclists and pedestrians, represent less than 2.5 percent of all crashes, yet they accounted for nearly 30 percent of fatalities and serious injuries (Source: Safety Voyager). These crashes do not impact every community in the same way, as mentioned in Section 3.1. This mirrors the trend across the country. Nationwide, the danger for pedestrians has grown consistently worse, according to Smart Growth America's 2024 *Dangerous by Design* report. In 2022, the number of people who were struck and killed while walking was up 75 percent since 2010, reaching a 40-year high.

At the national and state level, policy guidance and resources have been mobilized to address the rise in injuries and fatalities. The United States Department of Transportation's (USDOT's) Safe System Approach, a framework to eliminate traffic fatalities across the entire transportation system, guides the National Road Safety Strategy, SHSP, local safety action plans in every county in the state, and the NJTPA's wide-ranging safety initiatives.

The Safe System Approach's bedrock principle is that traffic deaths are preventable. It recognizes that reducing traffic deaths to zero is an ethical imperative. This approach fosters a shift in safety culture, improves coordination among stakeholders and directs transportation safety improvements to anticipate human error and reduce the impact of crashes. The federal Safe Streets and Roads for All (SS4A) competitive grant program, established as part of the IIJA, enables local safety improvements using the Safe System Approach with $5 billion over five years (2022-2026) available for planning and implementation.

To track progress towards improving safety, the NJTPA is required to monitor safety performance measures and adopt annual roadway safety targets (Appendix D). As mentioned, the NJTPA Board set a goal of reaching zero injuries and deaths by 2050, with an ambitious target of continuous annual reductions of 5 percent during the next few years. In January 2025, New Jersey created the Target Zero Commission, which the NJTPA serves on, and set a goal of reaching zero traffic deaths by 2040. The NJTPA Board must adopt annual safety performance measure targets. The next adoption is anticipated for winter 2025/2026, when the agency can consider aligning its policy with the state's new goal.

Progress toward meeting these goals will continue to be a challenge and will require new and innovative approaches. Fatalities and serious injuries are still increasing despite increased funding for planning and implementation projects through SS4A, improvements

in vehicle safety features such as lane departure detection, and educational and enforcement strategies. Contributing causes are likely to be driver behaviors such as speeding, distracted driving, and driving under the influence; heavier vehicles that cause greater injury to pedestrians and bicyclists; or factors related to infrastructure. These point to the need for a Safe System Approach that incorporates education, enforcement, engineering and emergency medical services, but also emphasizes that everyone needs to be involved in improving road safety.

Working Toward Zero

The State of New Jersey, the NJTPA, and its subregional partners work diligently to improve safety through policy, planning, collaboration and infrastructure improvements. As part of its efforts to reach zero deaths by 2040, New Jersey is updating its SHSP to reflect the Safe System Approach and other federal requirements. This data-driven, coordinated safety plan provides a comprehensive framework for reducing fatalities and serious injuries on all public roads and builds on the last plan adopted in 2020. The NJTPA works closely with NJDOT on SHSP development and implementation.

New Jersey and the NJTPA proactively implement FHWA's Proven Safety Countermeasures as a key way to improve safety. These 28 countermeasures apply to a full range of road and crash types, including those involving speeding, bicyclists and pedestrians, intersections and roadway departures. While support for safe active transportation routes is not an identified countermeasure, many of the countermeasures, such as bike lanes, walkways and appropriate speed limits help to create facilities for active transportation.

Road Safety Audits (RSAs) are one example of a countermeasure used by the NJTPA and NJDOT. During an RSA, a multi-disciplinary team examines road segments or intersections to identify existing road safety issues and to recommend improvements to address them. The NJTPA helps NJDOT select locations for RSAs in the region. In addition, the NJTPA provides funding for RSAs through the Subregional Studies Program. Middlesex County used this program to conduct five RSAs at key locations to help advance its Vision Zero Plan.

Strategies using new technology to improve safety are being piloted in New Jersey. One such strategy for pedestrians is a Red Light Extension, also sometimes called a Jersey Extension. These signals detect pedestrians waiting to cross, create an all red light phase to give pedestrians safer crossing, and then can hold the red light for pedestrians not yet fully across a road. These advanced signals are being piloted at three intersections on Route 1/9 in the City of Elizabeth in Union County.

The NJTPA also pursues additional strategies, such as providing technical assistance to municipalities to advance Complete Streets initiatives and supporting pedestrian safety educational and behavioral change campaigns to increase traveler awareness of safety

hazards (see BeStreetSmartNJ.org). The TMAs are also instrumental in promoting safer travel through conducting speed studies, walkability audits, education and other activities.

Complete Streets are designed to ensure the safe and adequate accommodation of all users of the transportation system, including pedestrians, bicyclists, public transportation users, children, older individuals, individuals with disabilities, motorists, and freight vehicles. NJDOT promotes the adoption of Complete Streets standards and policies.

What We Heard:

We need more bike paths to connect to services such as schools, parks, shopping and libraries but also to connect to our neighboring towns.

Roxbury Township Resident

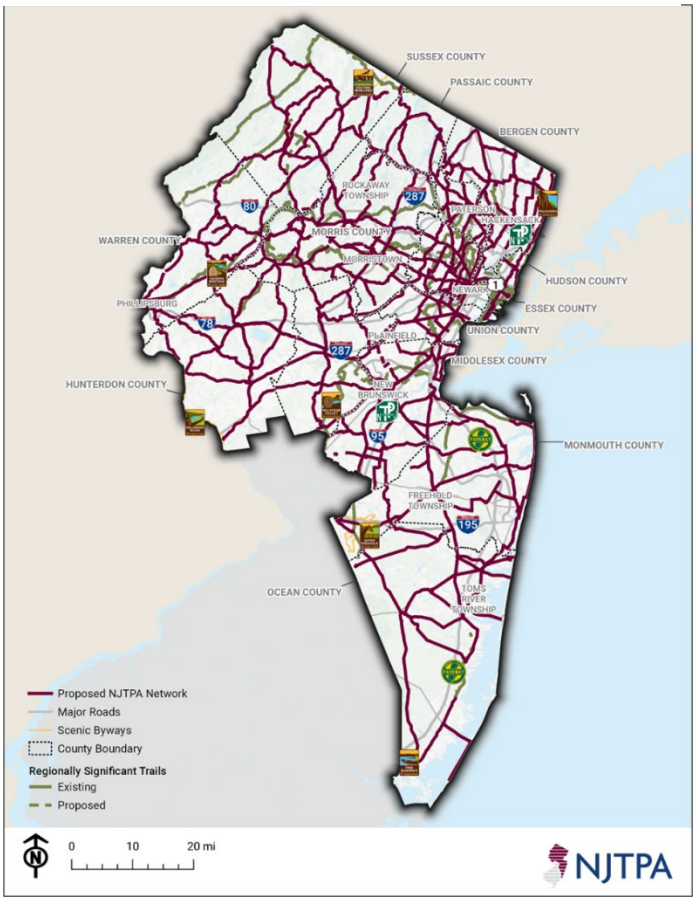
Improving active transportation such as walking and biking, including support for off-road trail development, is critical to improving safety for all travelers. Recognizing this importance, the NJTPA developed a Regional Active Transportation Plan (ATP) in 2023. The ATP identifies a network of potential on- and off-road routes that, when built-out, would provide a safe, functional and connected system that accommodates a variety of trip types and users, including local and regional recreation and utilitarian trips for people walking and biking (Figure 3.2.1). The network establishes a common framework for all jurisdictions—municipal, county, and state—to refer to and to work towards creating an interconnected network of active transportation facilities. The NJTPA continues to seek opportunities to partner with counties, municipalities, and others to refine and realize this regional trail network.

The region has many active transportation facilities under construction and planned that serve as the basis for a regional network. These include the Essex-Hudson Greenway, which will connect Essex and Hudson counties via a nine-mile former rail right of way. Other regional trails include the Morris Canal Greenway, the subject of a 2018 NJTPA study, which has been building out sections in six counties; the East Coast Greenway, a multi-state on- and off- road facility; the Barnegat Branch Trail in Ocean County; and the Northern Valley Greenway, a conceptual plan for a seven-mile trail in Bergen County.

Supporting Local Efforts

The NJTPA provided technical support to eight subregions (Bergen, Hunterdon, Morris, Passaic, Ocean, Somerset, Sussex, and Warren counties) to develop Local Safety Action Plans (LSAPs), which identify and prioritize safety improvements to reduce fatal and serious injury crashes. Other counties in the region had plans in place or received direct federal funding to create their own. LSAPs are required to seek SS4A implementation grants and can serve as focal points for addressing safety on county and local roads even without SS4A funding.

Figure 3.2.2: NJTPA Regional Active Transportation Network



These plans and other safety-related initiatives prominently feature proven safety countermeasures as part of a safety implementation toolbox, which can help ensure they are included in all projects. By the end of 2026, there will be local safety action plans in place that cover every county in New Jersey to help guide the planning process toward the goal of zero deaths.

In addition to assisting with planning, the NJTPA works with NJDOT to provide Highway Safety Improvement Program (HSIP) funding for implementation. Subregions can use LSAP and RSA recommendations to apply to the NJTPA's Loal Safety and High Risk Rural Roads (LSP/HRRR) programs, which provide funding for right-of-way acquisition, construction and construction inspection services. These programs have awarded nearly $500 million to almost 175 projects, including modern roundabouts, and safety improvements to approximately 750 intersections and 80 miles of local roads.

Subregions also have the option of applying to the NJTPA's Local Safety Engineering Assistance Program, which provides design support to prepare projects for the LSP/HRRR programs. Since its creation in 2013, 80 projects have advanced through this program.

Recommendations

- Continue to work with partners across disciplines and jurisdictions to identify and address the most serious safety issues, using a data-driven and collaborative approach. This includes providing technical support to Local Implementation Committees seeking to advance recommendations of LSAPs.
- Launch a new NJTPA initiative for safety planning, implementation and collaboration. This will advance SS4A compliant LSAPs by working with municipalities and counties to implement plan recommendations.
- Promote safer speeds through roadway design, education, and enforcement, and by promoting context-appropriate speed limit setting.
- Building on previous work, the NJTPA will update its pedestrian counts inventory to add up to 100 locations.
- Conduct a pedestrian lighting analysis of up to 26 locations and develop recommendations to address the high rate of nighttime pedestrian fatalities.
- Conduct an intersection control evaluation, which was recommended as part of the SHSP, at 15 locations. This effort will help develop a performance-based approach for screening alternatives and identifying optimal geometric and traffic control solutions for high-crash intersections.
- Building on previous work that mapped trail crossings on county roads, develop safety recommendations for each crossing on one pilot trail using FHWA guidance; these recommendations could serve as models for trail crossings throughout the region.
- Continue implementing the ATP through the identification and study of on- and off-road active transportation corridors and trails.

Section 3.3: Enhance system accessibility, efficiency, connectivity, and reliability for the movement of people and goods.

Through this goal the NJTPA seeks to ensure the transportation system fulfills its essential functions in moving people and goods to support economic progress and quality of life in the region.

Each day, the region's transportation system accommodates massive movement of people and vehicles. Upwards of 25 million trips originate in the NJTPA region on a typical weekday, with over 150 million vehicle miles traveled (VMT), as well as more than 3 million walking, 800,000 truck, and 550,000 public transit trips on an extensive road and rail network.

Overall, the system works exceptionally well, underpinning life, work, education, commerce, recreation and social activities for residents and visitors. The plans, policies and projects advanced by the NJTPA and its partners — such as promotion of Complete Streets, TOD and other initiatives — have fostered progress in regional access and mobility. Nonetheless, recent years have brought changes in travel demand and revealed challenges to the functioning of the system that this section highlights and seeks to address.

To connect communities, the transportation system must itself be interconnected, giving travelers viable options to reach their destinations, from walking to biking to public transit to driving. Travel should be efficient, convenient and, above all, predictable and reliable.

What We Heard:

En muchas oportunidades los buses se retrasan o según el aplicativo Transit indica horarios, pero no se cumplen y se tiene que esperar el doble de tiempo más 1 hora por el siguiente bus.

Translation: On many occasions buses are delayed or, according to the Transit application, they indicate schedules, but they are not met, and you have to wait twice as long or more than an hour for the next bus.

Paterson Resident

Maintenance and preservation of infrastructure are key for a well-functioning transportation network, as discussed in Section 3.6. Providing adequate infrastructure for walking and biking, a focus of the ATP, helps make these essential modes safer and more practical (See Section 3.2). Public transit service and connections to it are also critical, as is the placemaking, development and land use around stops and stations that enhance ridership, as discussed in Section 3.5. And road and transit systems must both deal with varying travel demand throughout the day, week and year, with some locations facing demand that at times overwhelms capacity or disrupts its functioning, with ripple effects throughout the region. Examples include chronic or spot congestion on key roads, backups

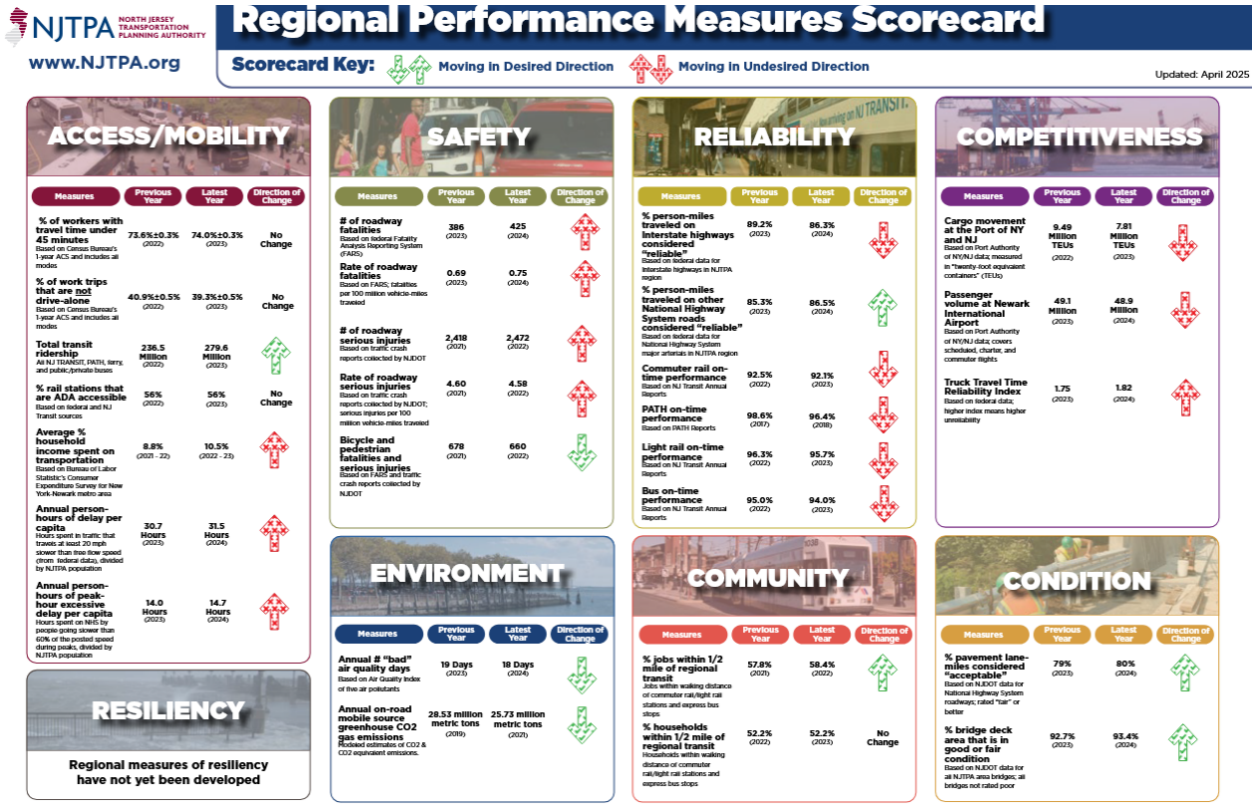
due to crashes, signal or other breakdowns on the transit network and a host of other events and factors, large and small.

Performance Measures

Since 2018, the federal government has promoted performance-based planning to meet transportation needs. This approach entails gathering and analyzing data about the functioning of the system and evaluating performance based on criteria, targets and benchmarks. Performance-based planning is a guiding principle for the NJTPA and its programs.

Appendix D details the NJTPA's performance measures and targets and efforts to meet them. In addition to the federal requirements, the NJTPA establishes and monitors a set of performance measures tailored to the region's needs as seen on NJTPA's Regional Performance Measures dashboard (see Figure 3.3.1). Many of the performance measures on this dashboard relate to this goal, particularly those listed under "access/mobility" and "reliability."

Figure 3.2.3: Regional Performance Measures



What We Heard:

I can get pretty much anywhere without needing my car.

Jersey City Resident

Changing Travel

Performance-based planning has become more important as the region adapts to recent changes in transportation. Measures of accessibility (in terms of the ease of reaching desired destinations), mobility, and reliability were significantly impacted by the pandemic and continue to evolve.

Generally, accessibility in the region remains high. About 75 percent of the region's work commutes can be accomplished within 45 minutes. One of the things the NJTPA monitors – and works to increase – is the percent of commuters who travel to work in a way other than driving alone (including those working from home). These non-single occupant vehicle (non-SOV) commutes increased from 31 percent in 2019 to 39 percent in 2023. Fewer people driving alone reduces congestion, improves air quality and improves the viability of public transit or other travel options. It should be noted that the data on non-SOV travel includes remote work, which has increased since the pandemic.

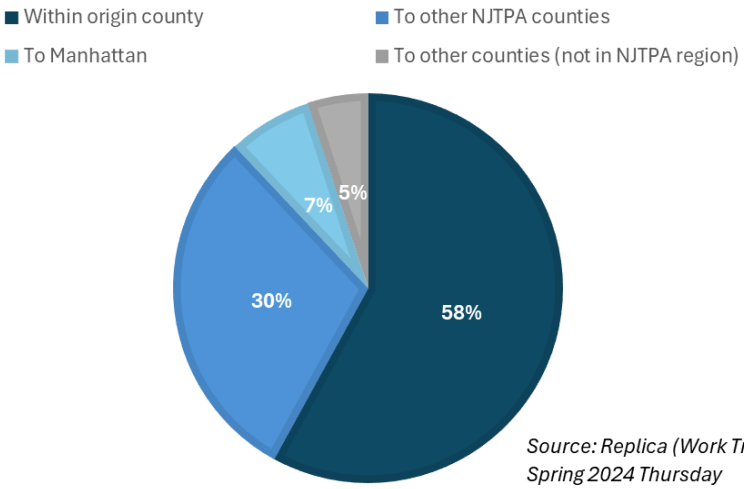
While travel activity has bounced back from the disruptions caused by the pandemic, there have been lasting effects on many aspects of regional transportation. For example, traffic volume, or vehicle miles of travel, dropped by 16 percent from 2019 to 2020 but has now returned to pre-pandemic levels. Transit ridership dipped even more significantly (by half during the height of the pandemic lockdown period) but is recovering, albeit more slowly, with ridership on buses rebounding more than on trains. Walking and biking for local trips has also increased, which benefits livability and the advancement of Complete Streets policies. Walking or biking are the primary modes for more than 14 percent of all trips and a third of trips two miles or less.

In 2023, 14 percent of the region's workers usually worked from home, up from only 5 percent in 2019 (but down from 23 percent in 2021). Many have replaced their daily auto commutes with multiple shorter trips for shopping or to nearby destinations during the day. As a result, traditional peak travel times have spread, with increased traffic on many main arteries during mid-day periods and even extending well into the evening.

Most trips in the region are close to where people live. In 2024, about 60 percent of residents' trips to work were within their home county (Figure 3.3.2) and 30 percent were to other counties in the region. About 7 percent are to Manhattan; this was closer to 10 percent before the pandemic. When looking at trips of all purposes, about 75 percent remain in the same county.

Many counties, municipalities and transportation providers are still assessing and finding appropriate responses to these travel changes. Planning assistance programs, such as those funded by the NJTPA and its partners, can help advance these efforts at all levels of government.

Figure 3.3.2: Origins of Trips in the NJTPA Region



Source: Replica (Work Trips) Spring 2024 Thursday

Roadway Performance

Continued growth in traffic volumes can exacerbate current capacity and congestion issues on key routes. As travel increases, the system also becomes less able to rebound from disruptions. A crash or other event affects many more travelers on a crowded network, and alternate routes are less likely to be able to absorb additional traffic. The pandemic-related drops in traffic resulted in better travel time reliability, with well over 90 percent of person miles traveled (another measure of travel that accounts for how many people are in each vehicle) on the National Highway System (NHS) classified as being on reliable roads. This measure dropped in 2024 to approximately 85 percent for both Interstate and other NHS roadways. A similar measure for truck reliability (measured only on Interstates) shows that truck travel time reliability also improved during the pandemic but has decreased in subsequent years.

The nature of travel over the road system has been altered in other ways. Wide-open roads during the pandemic led to improved travel times but also often to more dangerous driving behaviors, resulting in a spike in crashes and fatalities. While the crash rates have declined from their peak in recent years, there is still a troubling level of injuries and fatalities from crashes, as discussed in Section 3.2.

Transit Performance

While overall transit ridership hasn't returned to pre-pandemic levels, the bus system (which carries most passengers) reached 95 percent of pre-pandemic levels in 2024, with rail ridership rebounding to about two-thirds of pre-pandemic levels. Monday and Fridays show a particular reduction in commuting. Bus reliability in terms of on-time performance is about 91 percent systemwide, with delays on roads being a significant factor when buses arrive later than scheduled. NJ TRANSIT commuter rail reliability is about 90 percent systemwide.

For NJ TRANSIT, the fall-off in commuting has reduced revenue, even as the need to maintain infrastructure and adequately serve key destinations remains. NJ TRANSIT is

seeking to adjust bus and rail schedules to meet changing demand. Its long-term investment plan, NJT2030 – A 10-Year Strategic Plan, envisions steps to support the region with improved and expanded services.

In some areas, other services or modes have helped fill the demand for local travel, supplementing or replacing bus and rail transit. This includes demand-responsive travel services, such as Via vans in Jersey City, ride hailing services such as Uber and Lyft, and alternative active transportation, including walking or biking. However, to the extent they compete with traditional transit, they further reduce much needed revenues supporting the system. This impact should be minimized as localities look to implement new demand responsive systems.

Meeting local transit needs and facilitating first- and last-mile connections to transit stops and destinations are critical links that make transit usable. Many TMAs provide shuttle services and promote safe pedestrian and bicycle access to transit to enable transit trips. In some places, they have also been instrumental in advocating for and coordinating with NJ TRANSIT to provide bicycle lockers at rail stations.

This plan recognizes that ensuring continued and expanded NJ TRANSIT services, and providing adequate funding, is essential to the functioning of the regional transportation system. Accessibility provided by these services is particularly vital for residents who may not own automobiles, including low-income residents who often depend on transit for essential daily travel. Transit services also help reduce the volume of vehicles on the road by hundreds of millions of vehicle miles each year and contribute to reducing individual carbon footprints by a half to two thirds as compared to automobile use.

During public outreach, several people expressed support for NJ TRANSIT's extension of the Morristown Line to a new station in Andover, Sussex County, along the former Lackawanna Cut-Off right-of-way. This is one of many projects NJ TRANSIT has planned to address needs in the region (See Appendix A).

What We Heard:

There is a lack of connections to the areas I want to go to. Restoring the Lackawanna Cut-Off would make the whole situation of traveling better.

Online Survey Response

Freight Performance

The region continues to serve as the platform for the distribution of goods to one of the largest consumer markets on Earth. This encompasses the New York-New Jersey-Connecticut metropolitan area and much of the Mid-Atlantic and New England states. The region is also a leading U.S. international gateway with the largest port on the Atlantic

Coast and one of the largest air cargo operations in the country. In 2025, 399 million tons of goods will move to, from and within the region, mostly by truck.

There is a solid foundation for continued growth of freight traffic in the long term but sustaining this growth will require new approaches to enhancing freight movement through the region's heavily congested network.

Investments by the Port Authority and upgrades to facilities with cooperation from terminal operators and shippers will be vital to sustaining the port's operations and maintaining its competitiveness. Where possible, shifts to rail can be helpful, as are continued marine highway pilot initiatives to supplement or replace truck movements. Other priorities moving forward include upgrading the region's legacy rail infrastructure to accommodate the national railcar size and weight standards and addressing key bottlenecks along major rail freight corridors (See Section 3.7). Perhaps the most promising approach for freight efficiency, recognized by much of the industry, is shifting trucks to evening or overnight deliveries. While port facilities can be available for 24-hour operations, many warehouses and retailers cannot yet accommodate those deliveries. Incentives and new programs must look to expand this promising approach. Addressing the shortage of truck parking is also key to improving efficiency.

Innovation and Coordination

This plan endorses continued development of technologies that are transformative, such as automated or connected vehicles, and those that improve current travel operations, such as connected traffic signals and real time transit information.

There has been significant speculation that automated vehicles could drastically alter driving and land use patterns, leading to more efficient transportation and improved quality of life. While these vehicles are actively being tested in other parts of the country, the technology has not yet reached a point where it has made these sorts of significant impacts. Still, the potentially transformative effects of automated vehicles and the prospect for their widespread use continue to attract substantial investment.

Impacts of autonomous vehicles over the life of this plan are anticipated to be limited to specific projects, such as a geographically bound ride-share pilot in an urban area or the potential for platooning of buses in the Port Authority's Exclusive Bus Lane approach to the Lincoln Tunnel and Midtown Bus Terminal.

What We Heard:

I'd like a self-driving car so I can go where I want when I want. I am limited by the location and time of public transportation. It is not always convenient or timely.

Rutherford Resident

Connected vehicles technology is similarly being developed and includes roadside investments that will allow these vehicles to communicate with traffic signals and other digital public roadside infrastructure. NJDOT is testing this technology. Widespread deployment would provide drivers with better real-time information to support route decision making and safety.

Other technologies also hold promise. The region has already benefited from E-ZPass toll collection, traffic and transportation smartphone apps, smart and connected traffic signals, and more. In its planning work, the NJTPA is making use of detailed anonymized travel data from cell phone tracking systems. Further development of these systems will help advance understanding of the transportation system in addition to improving travel.

Data systems increasingly are being used to manage the transportation network and communicate real time information. This coordination is an essential function, notably in the work of TRANSCOM – a coalition of 16 transportation and public safety agencies in New Jersey, New York and Connecticut – and Transportation Systems Management and Operations (TSMO). Coordination among agencies in clearing vehicle crashes or responding to emergencies can keep routes open and minimize delays and improve travel time reliability.

At the local level, investments in modernized signal systems at high-volume, high-conflict locations can improve traffic operations and safety. These systems must consider pedestrian and bicycle movements and not speed vehicles through at the expense of others' safety. Systems to improve the efficiency of traffic signal operations have been funded and deployed, and the NJTPA is developing a strategic framework to guide investments.

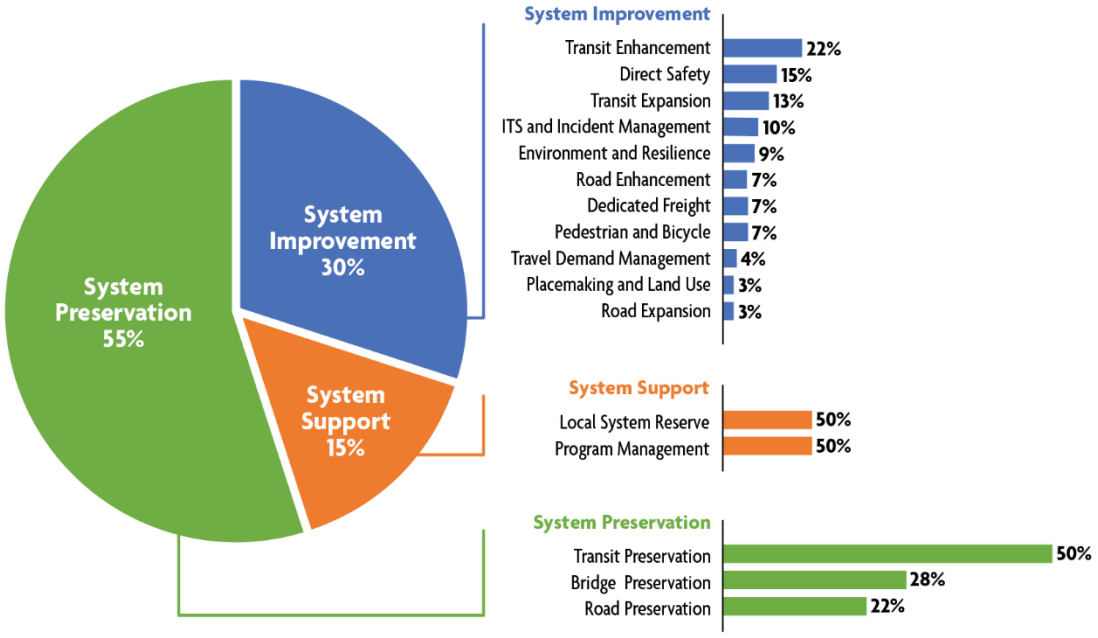
Innovation is also significantly improving last-mile connections to transit and providing real time information to help riders make informed choices. Whether personally owned or part of a shared system, electric bicycles and scooters have significantly increased personal mobility and access to transit and replaced shorter vehicle trips. However, there are concerns related to fire risk from batteries and their higher speeds when sharing bicycle and pedestrian facilities. Communities should create standards and practices to encourage the safe and effective use of electric bicycles and scooters, compatible with Complete Streets policies addressed elsewhere in this plan.

Guiding Investments

In recent years, a substantial increase in federal support for transportation, principally through the IIJA and the Inflation Reduction Act (IRA), has allowed the region to better address critical infrastructure needs on virtually all elements of the region's system – roads, bridges, transit systems, trails and bike lanes and the port. Many of the performance impacts of these investments may take years to fully realize, as funding levels are in many ways a leading indicator of transportation progress. The increase in federal support has been matched by strong state funding through the New Jersey Transportation Trust Fund. Funding for *Connecting Communities* is discussed in Chapter 4.

This plan calls for continued strong state and federal support for transportation. The RCIS, discussed in Chapter 1 and Appendix E, helps bring a regional perspective to planning and guiding investments. Maintenance and preservation projects on the road network and transit system are targeted for the highest share of funding, 55 percent. System improvement is targeted for 30 percent of funding. Compared to the previous plan, this plan increases funding for non-vehicular travel and safety and decreases funding for road enhancement and expansion. The chart below (Figure 3.3.3) summarizes the target allocations in the RCIS. Note that, although the percentages shown on the bars add up to 100 percent within each investment category group, the length of the bars shows the relative percentages between all investment categories. More details about the RCIS, including its investment principles, performance outcomes, and investment category guidelines and funding targets can be found at https://rcis.njtpa.org.

Figure 3.3.3 RCIS Target Allocations



While the RCIS guides the allocation of funding across several investment categories, technical planning also informs where and how investments can best be made. The NJTPA periodically assesses accessibility and mobility needs and potential strategies to address them through a federally required CMP. This systematic study makes use of the latest modeling tools and data resources and focuses on providing benefits for all communities and travel modes. Its findings draw upon extensive consultation with planners throughout the region.

The CMP is an important resource and is part of the project development process. Information from the CMP, along with that from numerous other regional, subregional and partner agency planning studies, is compiled in the NJTPA's PRIME study library to support implementation and collaboration. In addition, the CMP must be used in decisions to add

Figure 3.3.4: CMP Needs Identified

roadway capacity, and it helps to identify complementary travel demand management and

operational strategies to avoid negative impacts. The chart below highlights examples of needs identified in the most recent CMP study.

These needs and associated strategies provide a foundation for future improvements. Further assessments, using a performance-based planning approach, will be needed before implementing recommendations. This includes gathering relevant data and responding to stakeholder and public input. This work is supported through the NJTPA's Subregional Studies and Planning for Emerging Centers programs, among others.

Recommendations

The RCIS and CMP identify guidelines and recommendations for the region to improve system coordination, efficiency, connectivity, and reliability for the movement of people and goods. The CMP and other NJTPA and partner planning studies serve as a basis for further exploring local needs and potential projects that could be funded through the TIP. As with other sections in this chapter, there is an overlap between the goals. Below is a list of recommendations that are not addressed in other sections:

- Manage travel demand and efficiently operate the transportation system. Investments should support reductions in motorized trips and vehicle miles, and transportation system management should improve information flow and operational coordination.
- Encourage the development of transportation technologies and support the deployment of systems that have proven safe and reliable, notably adaptive signal systems and regional systems for traveler information and fares.
- Support the transport of goods with improvements in the operations, efficiency, and connectivity of truck and freight rail networks, as well as waterborne facilities, while also mitigating the impacts of excessive freight traffic on communities.
- Take advantage of innovations in transportation planning technologies including new data sources to enhance modeling and real time system management and coordination.
- Strive to understand the changing nature of commuting and local travel to create new programs and investments that will better meet the needs of the travelers and the region's communities in the long term.

Section 3.4: Make the system resilient to the impacts of extreme weather and other hazards.

Extreme weather presents a growing challenge to the effective functioning of the transportation system and its ability to meet the increasing demands for movement of people and goods on which the economy depends. Rising sea levels, more extreme weather patterns and increasing temperatures result in more frequent and severe flooding of roads and rails, erosion that can undermine infrastructure foundations, accelerated deterioration of rail and roadway systems and other impacts. Along with broader disruptions to the economy, environment, quality of life and public health, these threats create an urgent need for the transportation sector to reduce air pollution and for infrastructure to be built, retrofitted, or even relocated, in a more resilient way.

The impacts for New Jersey are projected to be severe within the life of this plan. The latest projection for sea level rise is between two feet by 2050 and five feet by 2100, according to the New Jersey Department of Environmental Protection (NJDEP). The NJDEP recommends that decision-makers use 2100 as a planning horizon. As a result, the state's coast has become more subject to tidal flooding, also known as sunny day or nuisance flooding. Tidal flooding occurs when high tides cause flooding that is not associated with storm surge or extreme wave effects.

In addition, there is a scientific consensus that Earth's temperature is increasing. The 2023 Rutgers State of the Climate New Jersey report states that, "This warming trend is expected to accelerate … leading to increased heat stress-related health conditions, especially among vulnerable populations; more widespread damage to infrastructure, such as roads and electrical wires; and exacerbation of conditions contributing to wildfires." Materials such as asphalt, steel, concrete and others may be compromised, and transit riders face potential health impacts from exposure to the heat as they wait for their buses and trains.

Addressing these risks not only advances this goal, but also contributes to accessibility, economic well-being and the health of the region's residents. Extreme weather events will disrupt accessibility for all types of travel, but especially for those without a personal vehicle. This impact will be particularly felt for those with lower incomes, older residents and people with disabilities or health issues, who are less mobile and less able to recover and adapt from significant weather events. In addition, air quality and pollution worsen as the temperature rises, creating unhealthy conditions for vulnerable residents.

The NJTPA continues to actively promote resilience of the transportation system and, in partnership with the Port Authority, recently adopted a Resiliency Improvement Plan (Appendix I), which provides a risk-based assessment of vulnerable transportation assets. It includes actions and strategies to preserve the transportation system from damage and disruption and addresses bridges, culverts, rail assets, road assets and transit rolling stock. The plan accounts for hazards, including flooding, sea level rise, storm surge and

extreme heat events. Having this plan in place reduces the local funding match requirements for entities in the region who are awarded federal Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) Program grants and helps make their applications more competitive.

Emission Reductions

There is general scientific consensus that carbon dioxide and other emissions primarily contributes to the increasingly extreme and unpredictable weather. Transportation accounts for the largest portion of the state's emissions, 37 percent, according to the most recent NJDEP analysis. In the NJTPA region, due to its extensive public transit network, transportation accounts for slightly less of the overall emissions at 33 percent.

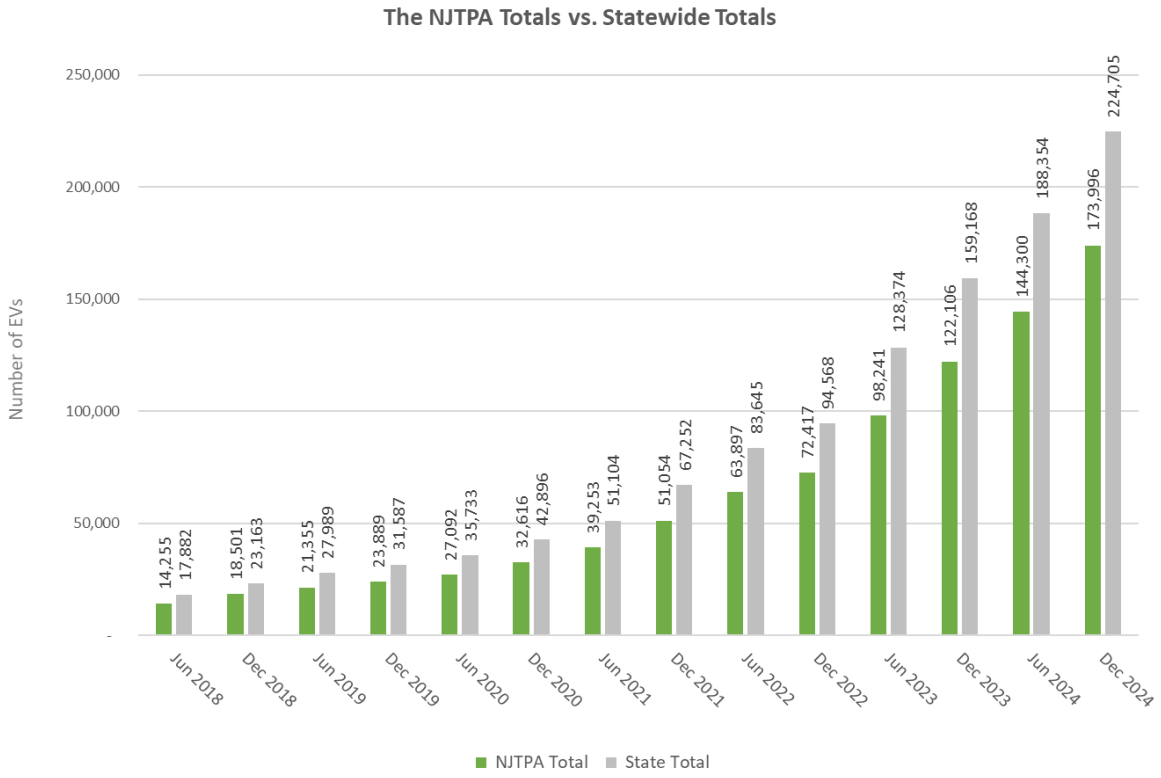
Most of the region's on-road transportation emissions come from passenger cars and light-duty trucks (79 percent), while short- and long-haul trucks, refuse trucks and buses account for nearly 20 percent. Counties with larger populations, such as Bergen and Middlesex, generally have higher emissions, while counties with smaller populations, like Warren and Sussex, have lower emissions. However, Essex and Hudson counties have large populations but have relatively lower emissions due to their public transit accessibility and land use patterns that encourage shorter trips, especially where they can be made by biking and walking.

Emissions from transportation are projected to decline as vehicles become even more efficient and increasingly electric. Electricity production from low- and zero-carbon sources will further contribute to reducing emissions associated with charging electric vehicles (EVs). According to the NJTPA's most recent analysis using the combination of the NJRTM-E Travel Demand Model and the federal Environmental Protection Agency's MOVES model, on-road transportation emissions in the region could decrease by nearly 50 percent by 2050, even as VMT increase by more than 8 percent. This would represent meaningful progress towards reducing emissions, but it is not enough to meet the targets set by the state. Reaching those goals will require faster EV adoption and broader measures to reduce VMT, such as improving and expanding active transportation and public transit, as well as supporting smart growth planning, zoning and redevelopment. The NJTPA and its planning partners must continue advancing comprehensive measures to further reduce on-road transportation emissions and help the state meet its goal.

Widespread EV adoption is a critical way to reduce emissions and improve air quality. As of December 2024, there were nearly 225,000 EVs registered in the state, with about 174,000 of them in the NJTPA region. EVs account for more than 3 percent of all vehicles in the region. EV adoption is growing rapidly, with the region adding about 30,000 between June and December 2024 (see figure 3.4.1). The state has set aggressive goals – 330,000 EVs by the end of this year, 2 million by 2035 and 85 percent of all vehicles by 2040. The state has

various incentive programs, including up to $4,000 for purchasing a new EV and $250 toward an in-home charger.

Figure 3.4.1: Electric Vehicles in New Jersey and the NJTPA Region, 2018 – 2024



As EV use continues to grow, publicly available charging has also expanded with the help of federal and state initiatives. At the national level, the federal government has designated Alternative Fuel Corridors (AFC) where a network of fast chargers is to be located (Figure 3.4.2). At the state level, incentive programs such as NJDEP's It Pay$ to Plug In and the Multi-Unit Dwelling EV Charger Incentive Program have greatly increased the number of charging ports. There are more than 4,000 publicly accessible charging ports in New Jersey with most of them in the NJTPA region.

Figure 3.4.2: NJ Alternative Fuel Corridors

As part of this plan, the NJTPA developed a Carbon Reduction Strategy to address emissions (Appendix J). NJDOT published a Carbon Reduction Strategy for the state in 2023. In addition to advancing EV adoption, both plans identify actions to reduce VMT by increasing transit use, reducing SOV travel and supporting walking

and biking. The NJTPA Carbon Reduction Strategy calls for enhancing and building active transportation facilities, improving and expanding public transit and supporting increased development around transit stations and hubs. These strategies directly support other goals in the plan, including enhancing system accessibility (Section 3.3), state of good repair (Section 3.6), and increasing the region's economic competitiveness (Section 3.7).

Recommendations

The NJTPA will take additional steps to mitigate and adapt to extensive flooding, rising sea levels and extreme heat. A new environment and resilience category in the RCIS (Appendix E) will help guide investment of Carbon Reduction, PROTECT and other federal transportation funds in the TIP. The NJTPA's RIP serves as a reference to identify planning and programing priorities to meet the new RCIS category. In 2025, the NJTPA launched a Subregional EV Charging Grant program to further assist subregions with installing charging infrastructure on their properties for their fleets or for public use. Beyond these, actions to improve the resilience of the region's transportation system and protect residents from the impacts of extreme weather include:

- Incorporate measures to reduce flooding and extreme heat impacts into the Complete Streets Technical Assistance Program.
- Promote resilience strategies at the municipal level through comprehensive planning, including developing guidance for the establishment of places that serve as critical community resources before, during and after extreme weather events (i.e., Resilience Hubs).
- Continue to develop and program projects using Carbon Reduction funds consistent with the agency's Carbon Reduction Strategy
- Provide relevant data to counties and municipalities to support resilience and environmental planning efforts.
- Participate in and support partners' efforts including NJDEP's Resilient NJ initiative.
- Continue to support subregional EV readiness planning in the Subregional Studies Program.

Section 3.5: Coordinate land use and transportation to create healthy and vibrant communities that reduce environmental and air quality impacts and support transit ridership, biking, and walking.

Land use decisions shape how people move around the region. The location of housing, its cost, and its proximity to jobs and daily activities influence transportation choices. The ability to provide transportation options depends on municipal land use and development decisions. This impacts how people travel, how much it costs, and how long it takes – important components of quality of life. Land use choices also affect the environment and the region's transportation investments and their associated cost. Transportation and land use decisions must be coordinated to create healthy, vibrant communities.

Housing Affordability

Housing and transportation are two of the most significant and unavoidable household expenses. The rising cost of housing is impacting many families. More than a third (36 percent) of households in the region are housing cost burdened, meaning they spend 30 percent or more of their income on housing and utilities. Nationally, the cost of housing has been rising faster than income for the past two decades. In part, this reflects an increase in demand as population growth boosts household formation and the number of people looking to buy homes. It also reflects inadequate supply. Both the 2008 financial crisis and the COVID-19 pandemic caused significant reductions in construction, which continues to lag demand. Zoning restrictions and other local land use regulations also play a role in slowing home construction. Due to these factors, fewer families have been able to find homes that meet their needs.

An unaffordable housing market has particularly impacted low-income families, people with disabilities and older adults. Low wage jobs can leave people with no choice but to accept inadequate housing and some can be pushed into homelessness. Analysis of the 2010 Census found that almost half of people living in shelters have some sort of formal employment.

The number of people experiencing homelessness has been increasing, reaching 12,680 during the statewide count in January 2024, a 24 percent increase from 2023, according to Monarch Housing Associates, a non-profit involved in developing affordable and mixed-income housing in New Jersey. The largest percentage increases were in Passaic County (74 percent) and Union County (73 percent). Essex County had the largest unhoused population, at about 2,500.

As detailed in Section 3.1, the United Way's ALICE Household Survival Budget (2022) estimates the minimum cost to live and work in New Jersey. The minimum survival budget for a family of four with two school-aged children is $6,805 a month. However, a two-income household working full time at the New Jersey minimum wage will gross only about

$5,450 a month. The average combined housing and transportation costs for such a household exceeds 46 percent, above the 45 percent generally considered as the upper limit of affordability.

The high cost of housing doesn't just impact our most vulnerable residents, it also impacts higher income renters, existing homeowners and those looking to buy a home. Taking advantage of TOD and improving coordination of housing development, employment growth and transit investment would give many households better access to jobs, education, healthcare, services and green spaces. In rural areas with declining populations and a predominance of detached single-family homes, more diverse and affordable housing options can play a role in revitalization.

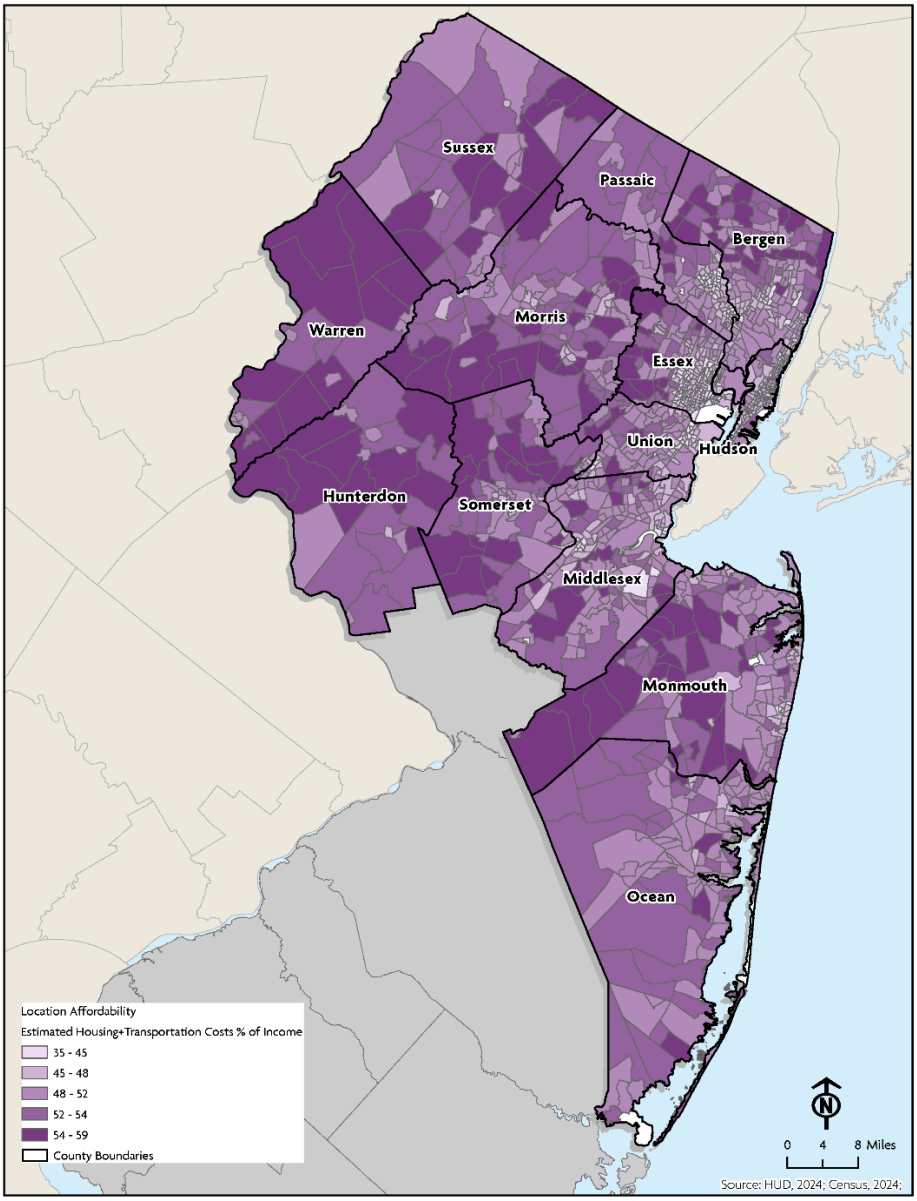
As mentioned in Chapter 2, the NJTPA engaged state planning and policy stakeholders to discuss housing affordability. Participants noted the need for more housing at all income levels and of all types and unit sizes, including more small-scale residential infill housing, which can help make housing more affordable and provide options for starter homes and for aging households. Examples of infill housing include duplexes, small apartment buildings, and accessory dwelling units (ADUs), which are small homes located on the same property as a one- or two-family home. They shared that more needs to be done to promote and facilitate the production of diverse affordable housing in areas served by an extensive transit network (bus, commuter rail, light rail and ferry). Participants suggested the region take advantage of its extensive transit system by loosening zoning restrictions to allow for more density and diversity of housing near transit.

Transportation Costs

Transportation is just one of many factors that households consider when choosing where to live, along with work opportunities, schools, safety, personal preferences and housing cost. Many of the region's cities and commuter suburbs have bus and rail transit that connect them to key destinations. This reduces transportation costs, but these places often have comparatively more expensive housing. Suburban and rural parts of the region may have lower housing costs, but the longer distances to everyday destinations and the lack of transit means that these households own more cars and drive them further, increasing transportation costs.

The estimated percentage of household income taken up by housing and transportation combined is higher in many outer suburbs and rural areas than in inner suburbs and urban areas, as shown in Figure 3.5.1. It depicts the Location Affordability Index from the U.S. Department of Housing and Urban Development, which estimates housing and transportation costs based on factors such as cars owned per household, distance and mode of commute, access to public transportation, neighborhood density and land use, cost of vehicle ownership, and the market rate housing price.

Figure 3.5.1: Estimated Housing & Transportation Cost as Percent of Income



Housing Production

Housing costs have significantly increased because production has not kept up with demand. Construction declined sharply due to the 2008 financial crisis, and, though housing production has been slowly recovering, it is insufficient to meet regional needs. Housing construction increased significantly over the past decade but is still far below the 21,000 units constructed in 2006.

The types of homes being built in the region have changed. A decade ago, more than 50 percent of new housing units were one- or two-family homes. Today, about two-thirds of new homes are part of a multifamily development.

The multifamily housing boom has centered on Hudson County, which accounts for 34 percent of all new multifamily units in the region over the last 11 years (Figure 3.5.4). The City of Jersey City led the state in multi-family construction with over 35,000 units, followed by the City of Newark with more than 8,000 units. Bergen, Essex, Union and Middlesex counties also saw significant multifamily housing development.

Conversely, Ocean County led the region in the construction of one- and two- family homes over the same timespan, comprising 87 percent of all new homes in the county. Lakewood Township gained about 4,700 units, followed by Toms River with over 3,100 units. Monmouth is the only other county in the region where more one- and two-family homes were built than multifamily units. Notably, Jersey City and the City of Newark saw both multifamily and one- and two-family housing growth.

Figure 3.5.2: Housing Production Trends in the NJTPA Region

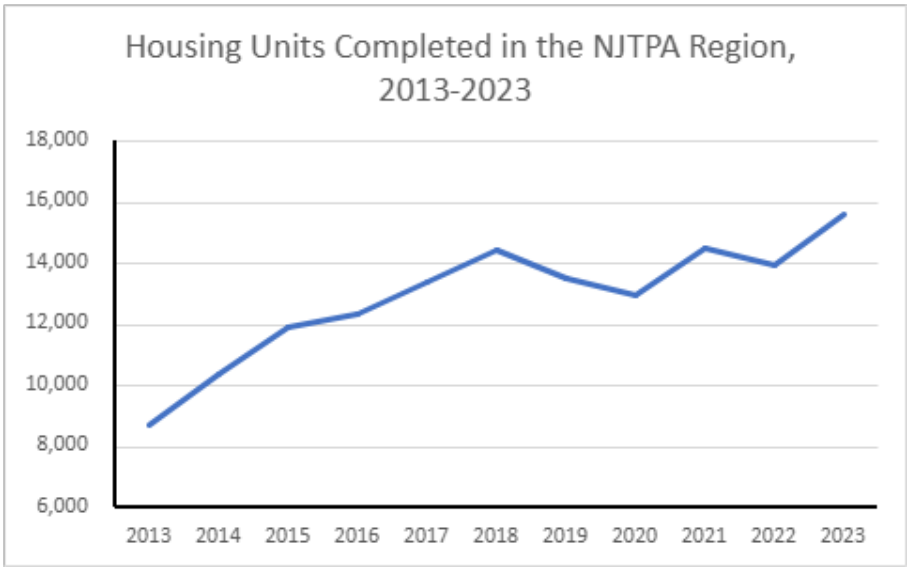
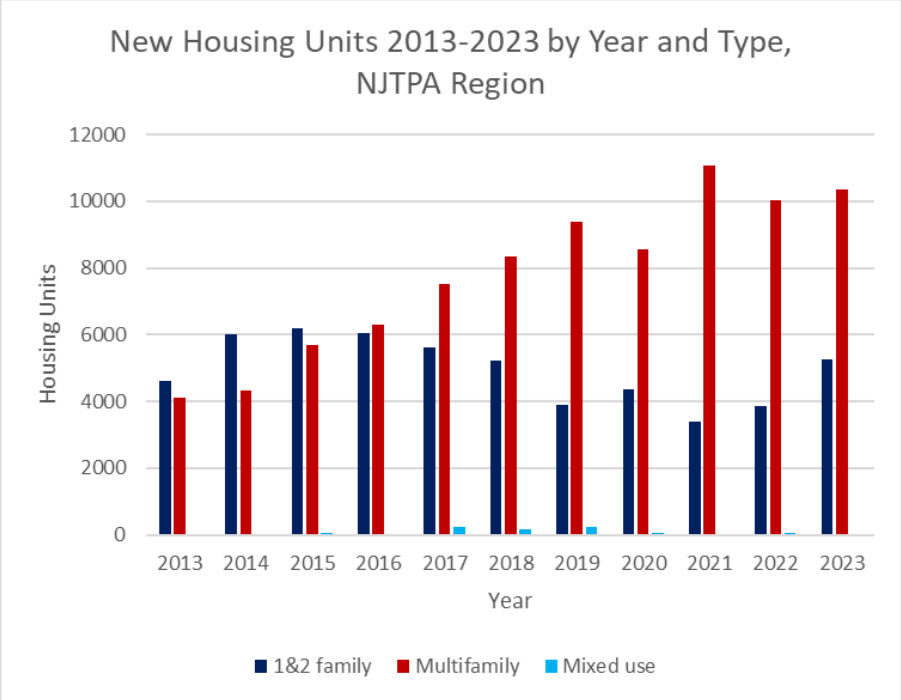
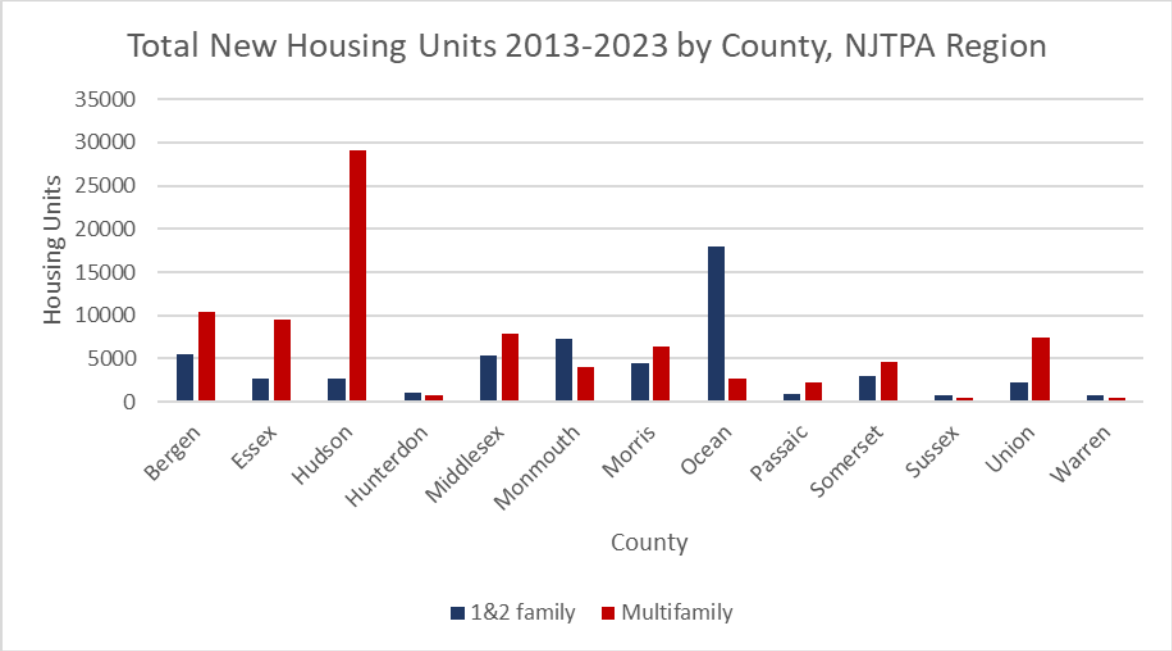


Figure 3.5.3: New Housing Units by Year and Type, NJTPA Region



(Source for both: NJ Construction Reporter Housing Data.xlsx)

Figure 3.5.4: New Housing Units 2013-2023 by County, NJTPA Region



(Source: NJ Construction Reporter Housing Data.xlsx)

More than half of New Jersey's housing stock (52.3 percent) consists of detached single-family homes, according to the 2023 American Community Survey 1-Year Estimates. The State Plan and housing policy experts both advocate for planning and investment that creates a greater housing diversity, including accessory and multi-unit dwellings, which would help alleviate the shortage by providing options for families to find homes that best meet their needs.

The region's inner counties, which also tend to be the areas experiencing the highest growth, offer more alternatives to single-family homes. In Hudson County, single-family detached housing accounts for only 9.8 percent of the supply. This housing type also comprises less than half of the housing stock in Essex (34.1 percent) and Passaic (41.4 percent) counties. At the same time, single-family detached housing makes up more than 70 percent of all housing units in Hunterdon (72.6 percent), Ocean (73.8 percent), and Sussex (75.8 percent) counties.

Housing and Transit

Incorporating housing near transit facilities is an opportunity to meet the region's housing needs while reducing reliance on personal vehicles. High frequency bus corridors, like Route 9, are prime locations for mixed use housing. The NJ TRANSIT Route 9 TOD Vision Plan provides guidance on potential housing infill and enhancements to the existing bus service. The Regional Plan Association's report Homes on Track: Building Thriving Communities Around Transit examined transit stations across the New York City

metropolitan area and found significant vacant or unbuilt land that has the potential for more housing. The report also noted that most housing units within walking distance of commuter rail stations are single family homes. NJ TRANSIT's Gentle Density and Missing Middle Housing in NJ Guide provides zoning and design policies that allow municipalities to provide for smaller scale, multi-unit structures in traditional single-family neighborhoods. This technique preserves the scale while increasing affordability and housing choice. Proactive planning and adjustments to local zoning ordinances are needed to make these changes.

Affordable housing professionals cite the importance of building affordable housing near transit, especially bus routes, to provide residents with options for getting to work, school and other destinations. Affordable housing builders say it is challenging to find tenants for affordable homes in rural areas that lack transit or other non-auto options. Transportation options will become increasingly important as municipalities in these areas approve inclusionary housing developments to comply with their fourth-round affordable housing obligations under the New Jersey Supreme Court's Mount Laurel doctrine and the State's Fair Housing Act. Continued coordination between affordable housing and transportation agencies during the planning process will be key to addressing this issue.

Warehouse Expansion

The NJTPA region has seen a significant expansion of warehouse facilities to serve the growth of e-commerce. Nearly 40 percent of warehouse growth between 2013-2023 was in the area around exit 8A of the New Jersey Turnpike in Middlesex County. The impact of warehouse growth far from the Port and major population centers has increased truck traffic, localized air pollution issues, and created jobs that are largely only accessible by car. The challenges with warehouse development are discussed in Section 3.7. As these are land intensive facilities, there is also a need to balance open space and natural lands with this kind of development.

As with other types of development in suburban and rural areas, warehouse development should be accompanied by efforts to assess and improve workforce transit access to these locations including transit improvements in the employee's communities. This can be pursued through private partnerships, assistance by non-profit TMAs, discussed in Section 3.3, and resources of state programs. NJTPA programs, as discussed below, can also support needed county and local planning.

Supporting Local Efforts

The NJTPA provides assistance to communities in the region that reflect the goals of *Connecting Communities* and the State Plan through various programs.

Planning for Emerging Centers provides technical assistance to support municipal efforts to create more sustainable, transit-supportive and walkable communities. Through this

program municipalities can conduct various planning studies including integrating transportation into land use plans, transit area plans, multimodal (e.g., vehicular, bus, bike, pedestrian) circulation elements of master plans, climate change and sustainability plans, among others.

The Transit Hub Planning Program – a partnership with the Center for Community Planning and the American Planning Association New Jersey Chapter – creates strategic plans to reuse, redevelop, or improve areas surrounding a bus, rail, light rail or ferry station or facility. These plans identify strategies to improve access to transit, increase economic activity in the station area, create improved public spaces and promote a more vibrant and connected community.

The NJTPA is collecting and analyzing zoning data for the region's 384 municipalities. Once completed, this zoning atlas will allow state, regional and municipal policymakers to better coordinate land use and transportation planning across the region. This can foster housing development, stronger economies, healthier environments and more connected communities.

Sidebar: Supporting Transit-Oriented Development

The NJTPA offers technical assistance to municipalities through the Transit Hub Planning Program. This program, a collaboration between the NJTPA and the New Jersey Chapter of the American Planning Association, aims to strengthen transit hubs in the region. The City of Passaic's participation in the program offers an example of how a municipality can leverage public transportation investment to enhance local economic development.

Through this program, a plan was developed for the City of Passaic to improve intermodal connections between the new NJ TRANSIT bus station, local bus routes, and the surrounding commercial district. Recommendations include improved pedestrian connections, a circulator transit service to improve regional connectivity, and assistance to the city in pursuing Transit Village designation from NJDOT.

This project followed the completion of an LCD study that explored ways to improve travel safety, traffic flow, transit access, walkability and economic development along Main Avenue from Monroe Street to Gregory Street. The study recommends converting a parking area in the middle of the corridor into green space and moving parking adjacent to the businesses.

Recommendations

- Continue and potentially expand coordinated land use and transportation planning technical assistance programs, such as the Planning for Emerging Centers and Vibrant Places programs.
- Complete the zoning atlas and educate municipalities about how it can be used to better connect new housing and commercial development to the transportation system.
- Educate municipalities on the importance of integrating transportation considerations into affordable housing planning, including locating housing near walkable, mixed-use centers on existing transit routes.
- Include consideration of housing and transportation costs in NJTPA-sponsored studies and subregional studies, as appropriate.
- Plan for and invest in first- and last-mile transportation options such as transit shuttle and micromobility facilities and services to connect housing and employment centers to a broader transit network.
- Improve coordination between NJDOT, NJ TRANSIT, and other agencies (New Jersey School Development Authority, New Jersey Economic Development Authority, Department of Community Affairs and NJDEP, for example) with communities to locate facilities in accessible places.

Section 3.6: Maintain the transportation system in a state of good repair.

Maintaining and improving the region's transportation infrastructure is necessary for safety and economic competitiveness. Delay caused by infrastructure failures, such as the recent sinkholes on I-80 in Morris County, can be costly and disrupt communities due to diverted traffic, increased air pollution and noise, and a loss of reliable travel. The state's aging infrastructure, funding constraints, and the need to make the transportation system more resilient present challenges. Continued and improved collaboration among all partners in the planning and capital programming process – including NJDOT, NJ TRANSIT, the Port Authority, counties and municipalities – is necessary to strategically address maintenance and preservation needs.

What We Heard:

The Rt. 80 sinkhole disaster is adding everyone that would be driving on 80 into my town. I can't get my kids to school safely due to the millions of cars traveling through my town daily. The commute to their school alone has tripled. People are speeding through quiet 25 mph neighborhoods doing at least double. There is no option to walk, as there are no sidewalks, and the roads are windy and narrow. HELP!!

Flanders Resident

Through multiagency collaboration, the NJTPA supports data-driven assessments of existing conditions of roads, transit, bicycle and pedestrian facilities and freight infrastructure to identify and recommend long term strategies and programs for improving the state of good repair. These assessments include maintaining up-to-date inventories of facilities and monitoring their conditions through pavement testing; performing bridge inspections; tracking transit capital, stations and fleets; and other ongoing efforts.

Performance trends from these assessments are benchmarked against historical data and national standards to plan for addressing anticipated investment needs over the expected lifespan of facilities – called lifecycle asset management. In doing so, the NJTPA and its partners recognize the need to address infrastructure condition disparities across all communities.

The commitment to maintaining a state of good repair is reflected in the NJTPA's project prioritization process, which evaluates and scores projects that are candidates for federal funding through the TIP. The NJTPA is in the process of updating project selection criteria to better target investment to the highest priority needs in keeping with the *Connecting Communities* goals. Most projects included in the TIP are for maintenance or preservation, as discussed in Section 3.3. The RCIS also commits to infrastructure maintenance, with a target to devote more than half of the region's limited transportation funding to transportation preservation projects.

Accomplishing this goal means overcoming significant challenges. Aging infrastructure, funding constraints, limited staffing resources and evolving travel demands require a strategic approach for extending the life of infrastructure assets. Increased flooding, extreme heat and rising sea levels pose additional serious threats to the transportation system. Integrating resiliency into project planning is particularly important, as discussed in Section 3.4.

Bridges

Some of the region's bridges are more than 100 years old and many do not meet current standards. There are more than 4,100 bridges within the NJTPA region, all of which require ongoing preservation, rehabilitation, or replacement and continuing maintenance (see Table 3.6.1).

Table 3.6.1: Bridges by Ownership in the NJTPA Region

Bridge Owner Category	Total Bridges	Total Percentage of Bridges	Total Deck Area	Total Percentage of Deck Area
COUNTY/MUNICIPALITY	2,090	51%	6,455,002	19%
NJ TRANSIT	89	2%	417,457	1%
FEDERAL	24	1%	61,259	1%
PRIVATE	19	1%	128,807	
SPECIAL AGENCY	18	%	99,535	
STATE MAINTAINED	1,865	45%	27,136,001	79%
Total:	**4,105**	**100%**	**34,298,060**	**100%**

NJDOT uses a bridge management system, which includes structure condition ratings, risk factors, detour lengths and other factors to help determine the most cost-effective distribution of resources to maintain a state of good repair. The number of bridges in poor condition has been reduced by 36 percent over the last 12 years, from 432 in 2011 to 278 in 2023. As of 2020, 8 percent of bridges 20 feet or greater in length in the region were rated poor (based upon National Bridge Inspection Standards). By the end of 2023 this was down to less than 7 percent (See Table 3.6.2).

This slow but steady progress to rehabilitate or replace structures in poor condition will allow for more preservation efforts and achieving the lowest life cycle costs in the future.

Table 3.6.2: Percent Bridges in Poor Condition in the NJTPA Region, 2011-2023

NJTPA Percent POOR NBIS Bridges by owners

Owner	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
COUNTY/MUNICIPALITY	9.4%	8.5%	8.5%	8.1%	8.2%	7.8%	7.3%	7.2%	6.8%	6.3%	5.7%	5.6%	5.1%
FEDERAL	4.5%	8.7%	4.0%	7.7%	7.7%	11.5%	11.5%	11.5%	8.3%	8.3%	8.3%	8.3%	8.3%
NJ TRANSIT	15.4%	14.3%	14.3%	14.3%	18.3%	18.3%	17.2%	17.2%	15.1%	15.1%	14.0%	13.5%	13.5%
PRIVATE	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
SPECIAL AGENCY	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
STATE MAINTAINED	11.7%	11.1%	11.1%	10.9%	10.9%	10.8%	10.9%	10.4%	9.8%	9.7%	9.2%	9.0%	8.5%
TOLL	0.9%	1.1%	1.1%	1.0%	0.6%	0.5%	0.3%	0.8%	0.8%	0.7%	0.5%	0.4%	0.4%
Total Percent	**10.5%**	**9.7%**	**9.7%**	**9.4%**	**9.6%**	**9.4%**	**9.1%**	**8.8%**	**8.3%**	**8.0%**	**7.5%**	**7.3%**	**6.8%**

Bridge maintenance is essential to ensure safety, structural integrity and longevity. Bridges are particularly vulnerable to damage due to flooding and severe weather. Flooding can cause scouring around piers and abutments, removing sediment and weakening structural foundations. Large fluctuations in temperature and heat can also cause damage.

Expansion joints on bridges are designed to allow for the movement of a structure due to temperature changes. Over time, when the temperature increases the heat will affect the thermal expansion of the joints, accelerate degradation of the joint material and increase stresses in the structure. Without proper maintenance this can worsen a bridge's condition. This is particularly concerning because delayed maintenance resulting in travel restrictions or closures can disrupt regular travel, as well as emergency evacuation from vulnerable areas, such as the shore, and movement of critical supplies in an emergency.

Pavement

There are more than 55,000 lane miles of paved roadway in the region, with municipalities, counties, the state and various agencies sharing responsibility for maintaining them.

Table 3.6.3: Lane Miles of Roadway in the NJTPA Region by Owner

NJTPA Lane Miles by Owner				
Jurisdiction	**NHS**	**Non-NHS***	**Off System**	**NJTPA Total**
County	1,285	6,318	1,131	8,733
Del. River Joint Toll Bridge Commission	31	1	1	33
Municipal	173	3,681	35,742	39,596
NJDOT	5,271	425	17	5,712
New Jersey Turnpike Authority	1,601	0	0	1,601
Palisades Interstate Parkway Commission	47	0	0	47
Port Authority of N.Y & N.J.	47	0	0	47
	8,454	**10,425**	**36,890**	**55,768**

Table 3.6.3 identifies roads as NHS, non-NHS or off system, using functional classifications that group roads according to the service provided. The NHS includes the Interstate Highway System as well as other freeways or expressways and principal arterials. Other federal-aid highways that are non-NHS include minor arterials, major collectors, and urban minor collectors. Off-system roads are not on the federal aid system and include rural minor collectors or locally classified routes.

Table 3.6.4: Lane Miles by Jurisdiction in NJTPA Counties

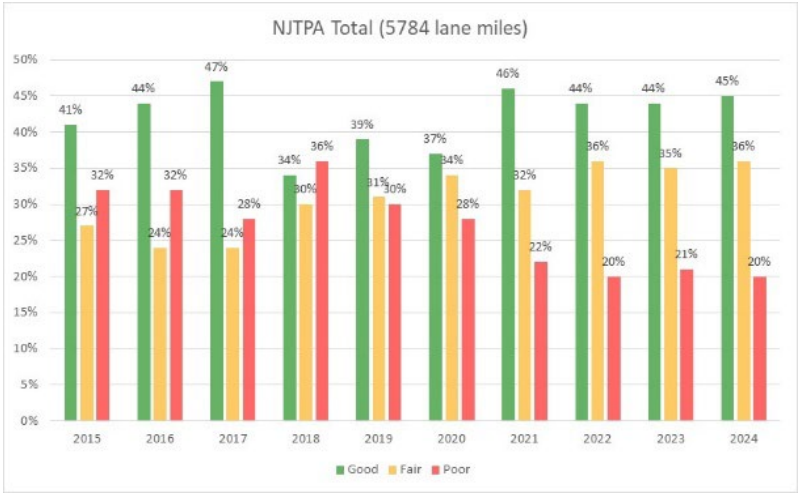
County	NJDOT	Authority	County	Municipal	Total Mileage
Bergen	106	40	438	2,413	2,998
Essex	63	19	212	1,375	1,670
Hudson	34	21	55	518	629
Hunterdon	115	1	241	1,089	1,446
Middlesex	137	43	312	2,097	2,589
Monmouth	205	0	519	2,261	2,985
Morris	163	0	283	2,118	2,565
Ocean	140	8	610	2,280	3,038
Passaic	55	5	244	1,023	1,326
Somerset	113	0	246	1,410	1,769
Sussex	112	0	311	1,173	1,596
Union	67	17	178	1,166	1,429
Warren	104	6	259	693	1,062
NJTPA Miles (CL)	1,413	218	3,766	19,753	25,149
NJTPA Miles (LM)	5,712	1,727	8,734	39,596	55,768

NJDOT has the largest share of NHS lane miles, with counties and

municipalities responsible for most of the non-NHS roads. It can be financially difficult for counties and municipalities to maintain this large inventory of roads. Table 3.6.4 breaks down the total mileage by road ownership in each county.

As with bridges, NJDOT uses a database to track the pavement conditions of roads it is responsible for maintaining. The state has been making steady progress in reducing the percent of its roads rated poor, down to 20 percent in the NJTPA region in 2024 from 28 percent in 2020 (Figure 3.6.5). NJDOT has been using pavement preservation treatments to extend the life of state highways in good and fair condition. Pavement preservation seals roads with a thinner, less expensive treatment than traditional repaving, increasing safety, enhancing durability and minimizing costs.

Figure 3.6.5: NJDOT Owned Pavement Conditions



Federal Funding

IIJA discretionary grants allowed NJTPA to program additional state of good repair projects using formula funding. This, along with innovative funding mechanisms, asset management technologies and performance-based planning, improved funding allocation and infrastructure construction and maintenance.

Since 2022, the region has seen a 27 percent increase in funding available for maintaining infrastructure. While much of this was realized through IIJA increases in federal formula funding, the region has also benefited from competitive federal grant awards. An example of this is the Route 7, Kearny, drainage improvements project, which was awarded $26 million through the federal Infrastructure of Rebuilding American (INFRA) grant program. INFRA funds projects of national or regional significance that improve the safety, efficiency and reliability of the movement of freight and people. The Route 7 project will raise the roadway and improve drainage along a two-mile stretch that floods and requires detours during heavy rainfall. The trend of more extreme and variable weather adds another layer of complexity, requiring resilience-focused planning (See Section 3.4).

These challenges present opportunities to better plan for achieving a long-term state of good repair with state and federal funding.

The NJTPA continues to work with subregions to advance local priority projects through the LCPD and Freight Concept Development programs. One example of putting federal dollars

to work at the local level is the recently completed Rumson-Sea Bright Bridge. The old bridge was rated poor due to severe corrosion and section loss. The NJTPA provided $107 million to Monmouth County through its LCPD Program to study options and ultimately construct a new bridge that provides a safer and more efficient crossing.

Through these and other efforts, work to achieve a state of good repair can result in far reaching benefits. Improved infrastructure enhances safety and reliability, reduces crashes, minimizes environmental impacts and improves mobility while supporting economic competitiveness for the benefit of all the region's communities.

Recommendations

Connecting Communities recognizes that proactive maintenance and rehabilitation of roads, bridges and transit assets extend their lifespan and is a critical investment. These recommendations can help make the best use of resources to keep the region's vast infrastructure in a state of good repair.

- Rehabilitation and replacement programs should continually seek new data and technology to enhance monitoring and decision-making and support a data-driven approach to asset management.
- Innovation and research into new materials and approaches promise to enhance the effective use of resources to extend infrastructure lifespans and to maximize the use of resources.
- Infrastructure owners should seek to implement the actions and strategies in the RIP (See Appendix I) to improve resiliency.
- Address infrastructure condition disparities across communities in the region.
- The NJTPA and partner agencies should explore streamlining the pipeline, from planning to construction, to speed completion of needed projects.

Section 3.7: Increase the region's economic activity, sustainability, and competitiveness.

This goal seeks to enhance the transportation system's role in supporting nearly every aspect of the region's economy. It also recognizes the significant economic benefits the transportation sector provides, employing many thousands at the port, Newark Liberty International Airport, warehouses, trucking firms and other employers in the region.

As discussed in Chapter 1, after a steep decline during the pandemic, travel over roads and rail lines has largely bounced back. Commerce through the port is above pre-pandemic levels and growing. This has propelled an economic recovery, though not without challenges for future growth. These challenges may arise from trade policy, such as tariffs, extreme weather events such as hurricanes, or other disruptions. These may cause short term fluctuations in freight volumes; however, the region is well positioned for significant growth in the future.

This goal is connected to others in this chapter. The economic benefits of ensuring the system is sustainable and efficient were touched on earlier (Section 3.3), as was the importance of maintaining the transportation network in a state of good repair (Section 3.6). Also discussed is the importance of coordinating housing and local land use decisions with the multi-modal transportation system, so that the system can meet the needs of communities without being overwhelmed by congestion and safety issues (Section 3.5).

Employment

More than half of the region's employment is in the professional, scientific, health and social services sector (53.8 percent); wholesale and retail trade are 16.7 percent; manufacturing is 6.3 percent; and transportation and warehousing are 6 percent.

Despite New Jersey's relatively small size, the state ranks 10th in the nation in Gross Domestic Product (GDP) and continues modest growth of 2.1 percent GDP annually. However, New Jersey has lagged other states in recovering from the pandemic and has been almost a percentage point behind the national growth rate annually since 1998. In December 2024, New Jersey's unemployment rate was 4.6 percent, while the national average was 3.8 percent.

Employment in the region is projected to grow to almost 3.6 million jobs by 2050, a 13.7 percent increase over current levels. Among the factors that hold employment and business growth back are a generally higher cost of living and of doing business compared to other regions and states. The higher costs are at least partially offset by higher incomes: New Jersey residents had the fifth highest per capita income in the nation ($82,103) in 2023 – though many residents and communities are left behind in terms of income and opportunities (See Section 3.1).

Yet the state also has distinct economic advantages. Among them are its position at the center of the larger Mid-Atlantic region – with one of the largest consumer bases in the country, a highly educated workforce, and an existing foundation of major business enterprises.

The transportation system is also a substantial economic asset, accommodating heavy volumes of travel each day. The port, New Jersey Turnpike and the Northeast Corridor rail line are among the busiest facilities of their kind in the nation. The system also offers a broader array of commuting and travel options when compared to many other regions. NJ TRANSIT is the nation's largest statewide public transportation system and is the third-largest transit system in the country by ridership.

Investments to maintain and improve the multimodal system will be vital for the region's long-term economic growth, particularly as demand for travel and goods movement on the system grows.

Commuting

The region's economy is closely tied to New York City, with 7 percent of residents commuting to Manhattan. This commuter flow – while diminished due to increased remote work following the pandemic – is vital in terms of income brought back to the region. According to the Regional Plan Association, in 2022, each day, 447,000 commuters from North Jersey to New York City (including hybrid and remote workers) had average wages of $138,000, two-thirds higher than those who worked in the NJTPA region. They earned a total of $61.7 billion.

Economic integration also supports local economies through business facilities serving the larger metropolitan area economy (such as New Jersey back offices or warehouses for New York firms). North Jersey port facilities also serve the larger region, as discussed later in this section.

Major infrastructure projects – notably completing the Hudson River Tunnel project, other Gateway Program upgrades to trans-Hudson infrastructure and port improvements– are vital to safeguard bi-state integration and continued economic progress. It should be noted that there is also a substantial reverse commute flow, with an estimated 70,638 New Yorkers commuting to jobs in North Jersey daily in 2022.

In addition, the NJTPA region is a vital part of the larger multistate metropolitan economy, stretching from eastern Pennsylvania through downstate New York and western Connecticut. MPOs in this wider area coordinate through the MAP Forum, helping address issues shared across the transportation network. Advancing major projects such as the Gateway Program is a key priority. A 2025 Regional Plan Association report said the Gateway Program has the potential to generate $230 billion in economic benefits to the tri-state region and over $400 billion nationwide through 2060.

Despite the importance of this economic integration across states, most residents commute either within their home county (30 percent) or to another county in the NJTPA region (58 percent). This is evidence of the region's strong economic base. The predominance of local commuting argues for a continued focus of transportation planning and investment on enhancing local travel options, in keeping with the *Connecting Communities* theme of this plan. This includes upgrading transportation to economically important destinations and attractions, including the Jersey Shore and Meadowlands sports, entertainment and shopping facilities.

The CMP (see Appendix G) identifies local mobility needs around the region and where improvement strategies can best be implemented. Attention to these local needs is more important now that many people are working from home at least part of each week and making short trips rather than long commutes. As mentioned earlier, Complete Streets, community placemaking and expanding opportunities for walking and biking are strategies for addressing the new realities of commuting (see Sections 3.3 and 3.5).

However, particular attention must be paid to the needs of those communities, residents and households not fully sharing in the economic opportunities afforded by the transportation system – due to lack of access to transit, outmoded infrastructure, above average and unreliable commute times, and other challenges. Many lower-income residents are employed in jobs – in retail and childcare, for instance – that lack the flexible commuting options of remote or hybrid employees. The economic benefits of the transportation system must be shared widely to benefit all residents, all communities and all sectors of the economy.

Economic and Community Development

On a day-to-day basis, the health of the region's economy is driven by innumerable decisions, actions and investments by private companies using the regional transportation system. Government agencies promote economic growth through programs and incentives for companies and seek to guide business investments in ways that support a long-term and sustainable economic base.

Municipalities with walkable mixed-use downtowns are important to the region's economic vitality and identity. Their main streets hold significant social and commercial potential to create thriving and connected communities. Enhancing these downtowns through the practice of placemaking can spur economic investment and growth.

The NJTPA's Vibrant Places Program provides technical assistance to counties, municipalities and non-profit organizations for placemaking that integrates arts, culture and other community assets to attract new investment and strengthen the local economy. The NJTPA also holds workshops and symposia to educate and promote various placemaking strategies, including design guidance for parklets and placemaking through arts and humanities.

Sidebar: Celebrating Local History

The Springwood Avenue Heritage Walk highlights the rich legacy of Springwood Avenue, once a vibrant center of Black-owned businesses, music and community on the west side of Asbury Park.

The project team developed an interactive, self-guided tour to commemorate the businesses that once lined the well-known Springwood Avenue corridor located in the City of Asbury Park's Westside neighborhood. The project included extensive research, including interviewing residents and businesses to create oral histories and archives. The project also recommended physical improvements to restore the street as a lively public space to host community events, such as banners, signage and potential historic designation.

The project won a New Jersey Chapter of the American Planning Association 2024 Outstanding Community Engagement Award.

In the area of transportation, the NJTPA and partner agencies encourage companies to consider job access in location decisions, undertake TOD and brownfield development, mitigate environmental impacts and realize other priorities touched upon elsewhere in this plan. For example, the Planning for Emerging Centers Program supports municipal planning activities, including retooling local zoning ordinances, to support economic development compatible with these priorities.

The NJTPA also supports initiatives of the TMAs and other organizations to help communities and businesses meet their transportation and mobility needs. The TMAs have partnered with municipalities and used the NJTPA Complete Streets Demonstration Library to create temporary installations that enable communities to try out things like bike lanes, roundabouts, bump outs and other safety improvements before permanent installation. This is another way that the public and private sector can work together to find innovative transportation solutions that enhance communities and economic vitality.

These and other efforts cultivate cooperation between the public and private sectors, which is essential to economic progress. However, cooperation can sometimes be difficult. In recent years, the location of new warehouses and distribution facilities has been a particular concern in many communities in the region, prompting often contentious public debate. The lessons for the long term are that improved dialog and planning activities early in the development process can better mesh business interests with community needs.

There have been notable achievements realized through public-private cooperation in recent years. For example, many communities and companies are cooperating to adapt to the impact on the retail sector of the boom of e-commerce. It has contributed to the decline of regional shopping malls and commercial corridors. With local government

support and planning, shopping centers like Garden State Plaza in Bergen County and Monmouth Mall in Monmouth County are being transformed to incorporate mixed-use housing.

In addition, drawing on supportive public planning and resources, cities like New Brunswick are realizing TOD in conjunction with placemaking efforts to boost downtowns and provide jobs close to dense neighborhoods. The demise of suburban office parks has also prompted local support for creative reuse of properties. Examples include the makeover of Bell Labs in Holmdel into Bell Works, a multifaceted living and working community. Nokia Bell Labs plans to relocate more than 1,000 employees from New Providence to Health & Life Science Exchange (HELIX NJ), New Brunswick's most ambitious capital project, by 2028. The three-building complex, being developed through public-private partnerships, will also include Rutgers New Jersey Medical School.

These examples underscore the long-term priority to manage and adapt the transportation system to meet the needs of both communities and businesses, realizing shared goals and economic progress.

Freight

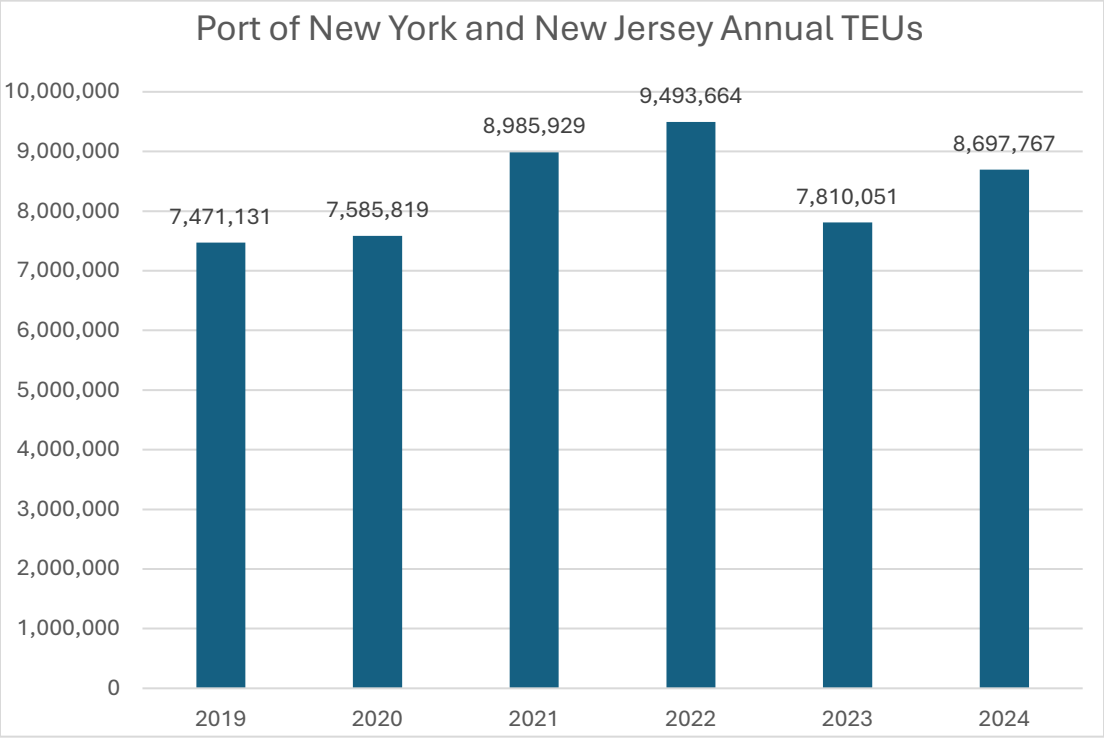
The Port of New York and New Jersey, with terminals in Essex, Hudson and Union counties, has long been an economic engine for the region and perhaps even more so in recent years. New Jersey is home to the largest container port on the Atlantic seaboard and Newark Liberty International Airport ranks 12th among cargo airports in North America. The region is served by two Class I railroads — CSX and Norfolk Southern, a regional railroad (the New York, Susquehanna & Western) and several short line railroads. This region also includes the Conrail Shared Assets Area and extensive on- and near-dock rail operations that serve the Port. Key freight corridors serving the region include: NJ Turnpike, I-78, I-80, I-287, and NJ 17. According to NJTPA's 2050 Freight Industry Level Forecasts Update Study, some 399 million tons of goods will move to, from and within the region in 2025, predominantly by truck, while 38.8 million tons of rail freight moved to and from New Jersey in 2023, according to the Association of American Railroads.

During the COVID-19 pandemic, consumer spending on services declined drastically, while goods purchases soared, leading to record high port volumes in 2022. The port briefly became the busiest in the country, reaching levels that had not been expected for another decade. While growth has slowed, it has still increased dramatically, as shown in Figure 3.7.1. This figure shows the volume of goods moving through the port in Twenty-Foot Equivalent Units (TEU), the volume of a 20-foot shipping container.

As mentioned earlier, while trade policy may cause short-term fluctuations in freight volumes, the region is well positioned for significant future growth. This growth will present challenges. Investments by the Port Authority and upgrades to facilities with cooperation

from terminal operators and shippers through the Council on Port Performance will be vital to sustaining operations and maintaining competitiveness.

Figure 3.7.1: Annual volume of goods at the Port of New York and New Jersey in TEUs

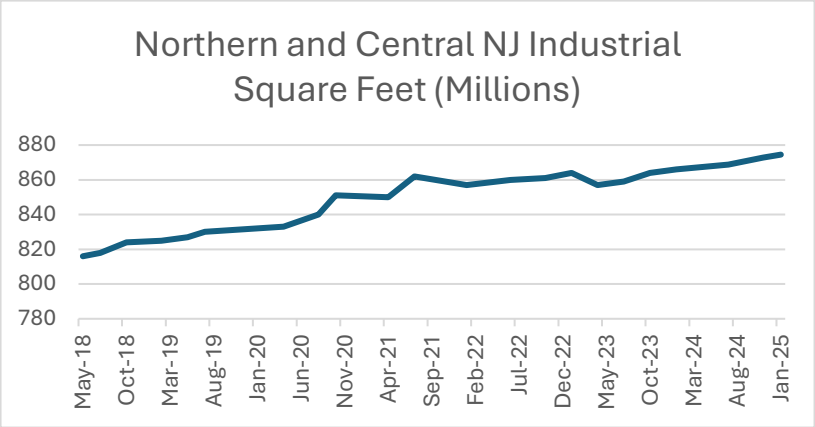


Important investments are underway, such as the Port Street Corridor Improvement Project that will help modernize a nearly three-mile stretch of the north entrance to Port Newark-Elizabeth. Other upgrades include improvements to port terminals and air cargo handling facilities and replacement of the Point-No-Point rail bridge linking Newark and Kearny, which is nearing completion. Further harbor deepening plans to advance navigational channels to 55 feet will contribute to increases in port volumes in the long-term putting more pressure on the need to move to a 24/7 operation. Other long-term priorities for the port and the freight system include:

- Implementing 24-hour port terminal gate operations by expanding off-hours delivery at warehouses.
- Relieving truck traffic on roads and trans-Hudson bridges by growing cross-harbor car float operations and exploring new marine highway initiatives.
- Moving more inland cargo via the Port's ExpressRail facilities.
- Upgrading the region's legacy rail infrastructure to accommodate the national railcar size and weight standards, as well as addressing key bottlenecks along major rail freight corridors.

Another significant trend affecting regional freight has been the rise of e-commerce, which accelerated during the pandemic with a cascading effect throughout the interconnected region. The number of packages increased 237 percent from 2018 to 2023, more than the national increase of 217 percent. Package deliveries are forecast to increase another 152 percent by 2050. The need by companies to store more products within a few hours' drive of a vast population led to a boom in warehouse construction. Industrial space in the NJTPA region has grown steadily, from about 833 million square feet in 2019 to almost 875 million square feet in 2024 – an increase of about 5 percent (Figure 3.7.2). Many long vacant or underused brownfields were redeveloped during this time. However, this construction has waned, with demand softening particularly for older and less efficient warehouse spaces. In 2020, at the height of the pandemic, the warehouse and industrial space vacancy rate was only 1.3 percent; by 2024, this rose to 6.1 percent.

Figure 3.7.2: Industrial Square Feet, NJTPA Region



With a stabilized industrial real estate market, there is an opportunity to better plan for and manage warehouse and related development, as noted previously. This includes bringing labor to those good paying jobs, balancing open space and development, better accommodating and routing truck traffic, addressing the truck parking shortage and, as appropriate, identifying and prioritizing locations that provide direct rail freight access.

Lack of adequate truck parking is a safety issue, as truck drivers must rest periodically in compliance with federal regulation, and it is unsafe for them to not rest or to have to park on highway shoulders or other unauthorized areas. This is a particularly acute safety concern for the growing number of women truck drivers. New Jersey's 272-space truck parking shortfall is projected to surge to 1,861 in 2050, according to NJDOT's 2025 New Jersey Truck Parking Profile. Locations along the New Jersey Turnpike and I-78 are experiencing the most significant need. Overall, looking at detours and costs of crashes, insufficient truck parking costs almost $93 million annually in the state.

There is also a need to regulate and manage the growing number of package delivery trucks on local streets in residential and mixed-use neighborhoods. The massive surge in deliveries has created a challenge for municipalities, with more vans and trucks competing with residents for curb space. Addressing this will require innovative thinking and possibly new regulations to share curb space fairly to accommodate all users, including transit vehicles, bicyclists and others. Another solution for deliveries is to encourage smaller

vehicles, cargo bikes and/or other technologies to enhance efficiency. The delivery traffic has added congestion and air quality concerns, though some studies have found that the benefits of reduced travel by households for in-store purchases have more than offset the effects of increased e-commerce deliveries. Hudson County, through the Subregional Studies Program, investigated this issue and developed recommendations for rationalizing deliveries and sharing curb space.

The NJTPA's planning activities are fostering public-private cooperation and dialog on these and other freight issues through meetings of the Freight Initiatives Committee. The Freight Concept Development Program has helped subregions address local issues. Current projects include the Southern Middlesex County North-South Truck Corridor Project and the East Hanover Avenue Bridge Catenary Rail Clearance Project in Morris County.

Recommendations

Key priorities for ensuring transportation support for sustainable economic development include:

- The region must capitalize on its well-developed and extensive transportation system as a substantial economic asset and competitive advantage.
- Investments to maintain and improve the multimodal system must keep pace with the growth of demand for movement of people and goods affecting the highway network, the transit system, the port, freight rail network and other critical facilities. Major infrastructure projects – notably completing the trans-Hudson River tunnels and larger Gateway program, upgrades to trans-Hudson bridges and improvements at the port – are vital to safeguard the bistate economy.
- The MAP Forum should continue collaborating and coordinating planning across regional and state boundaries to support the larger region's economy.
- Attention to local mobility needs is more important now that many people are working from home. This includes addressing needs in those communities and households not fully sharing in the economic opportunities.
- Ongoing cooperation between the public and private sectors is essential to economic progress. This includes improved dialog and planning activities early in the development process to better mesh business interests with community needs.
- Investments by the Port Authority and upgrades to facilities with cooperation of terminal operators and shippers through the Council on Port Performance will be vital to sustaining port operations over the long term
- With a stabilized industrial real estate market, regional and state agencies should strive to better plan for and manage warehouse and related development, including addressing truck traffic and the truck parking shortage.
- Local governments should adapt to e-commerce deliveries by creating Complete Streets that accommodate all curbside and road users, including delivery trucks,

transit vehicles, bicyclists and pedestrians, parking, and non-transportation uses of the street. Innovations such as smaller vehicles or cargo bikes may be appropriate in some locations.

Chapter 4- Financing Connecting Communities

Introduction

This chapter provides a comprehensive overview of the financial plan for implementing the transportation programs and projects detailed in this plan. The financial assumptions consider historic and emerging trends, including recent changes in demographic, economic, and environmental conditions. The Financial Element also considers potentially disruptive factors such as:

- Changing commuting patterns due to the COVID-19 pandemic and other factors, including remote work leading to reduced transit ridership;
- The impact of the ongoing shift to EVs on federal gas tax revenues, and potential measures to counter this loss of revenue;
- Increased risk of extreme weather damaging transportation infrastructure;
- The ability of funding sources to keep up with the demand for transportation capital investments.

It is highly uncertain how these factors will evolve and interact with one another, and ultimately how significantly they might impact transportation funding and expenditures over the 25-year planning horizon. Therefore, it is important to monitor and reassess how they develop over time and what effects they generate.

To address the uncertainty inherent in long-term planning, this Financial Element contains three scenarios: a fiscally constrained Plan Scenario, a Limited Scenario that reflects potential fiscal scarcity, and an Aspirational Scenario that reflects potential fiscal abundance.

The Financial Element was developed with the guidance of the NJTPA Board of Trustees, in collaboration with planning partners and using sound analytical data-driven methods. It identifies traditional and non-traditional funding sources to implement a program of infrastructure investments to improve transit, roads, nonmotorized travel and more to support a strong and sustainable regional economy that benefits all. Additional details on Financial Element development, including methodologies, assumptions, and other supporting information are available in Appendix K.

Funding Overview

Federal Funding Sources

The federal government provides transportation funding to the State of New Jersey through numerous formula-based funding programs and competitive grants administered by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). Federal motor fuel taxes are the main source of federal revenue (81 percent of all federal funding in FY 2024) for the region's transportation needs. These taxes, along with other taxes and contributions from the General Fund, are deposited into the Highway Trust Fund (HTF), which consists of a highway account and a mass transit account. The NJTPA receives a portion of these funds pursuant to the IIJA.

Under the IIJA, HTF programs received an immediate bump in contract authority of 24 percent for Highway Accounts and 32 percent for Mass Transit Accounts, with annual increases thereafter of 2 to 3 percent through the end of federal fiscal year (FFY) 2026 when the IIJA expires.

From 2003 to 2023, federal funds apportioned to New Jersey increased by approximately 2.8 percent per year, closely matching the rate of inflation over a similar period. When projecting available future transportation funding, this period was chosen as a reference due to its general mix of funding scarcity and abundance provided by the five surface transportation acts that overlapped the period.

State of New Jersey Funding Sources

The New Jersey Transportation Trust Fund (TTF) dedicates proceeds from the Petroleum Products Gross Receipts Tax, State Motor Fuel Tax, State Sales & Use Tax on vehicle purchases, vehicle registration fees, and toll road authority revenues to transportation capital investments. Since the TTF was created in 1984, the State has periodically made adjustments to keep pace with the program's needs, including the addition of new taxes and fees; the requirement that Motor Fuel Tax revenues must be dedicated solely for transportation purposes as now enshrined in the State Constitution; the requirement that the gas tax must be annually adjusted; and periodic tax increases.

Most recently, in the 2024 TTF reauthorization, annual revenue targets were increased by 18 percent, equivalent to roughly a 2 cents per gallon increase annually through state FY 2029. The reauthorization also introduced an annual $250 registration fee for EVs which is dedicated to the TTF, rising $10 per year for four years, to counteract anticipated slowdowns in motor fuel tax collections as the zero-emission vehicle fleet share increases. New Jersey's EV fee is among the highest nationally.

As of 2025, New Jersey has the eighth-highest fuel tax in the country at 44.9 cents per gallon, as compared to second highest when the last long-range plan was adopted in 2021. Total TTF revenues have grown by 3.6 percent per year on average from 2004 to 2024, primarily driven by annual increases in the Petroleum Products Gross Receipts Tax since 2017.

Funding Challenges and Opportunities

The HTF has not kept up with transportation needs, largely because the federal motor fuel tax has not been increased since 1993. Increased fuel efficiency and the shift to EVs have further exacerbated the situation and are projected to significantly increase over the planning horizon. Congress has used appropriations from the General Fund and other funding sources to fill the gap, but the region must be prepared to source more dependable and sustainable funding that is decoupled from the gas tax.

New Jersey is in a better position, thanks to its TTF reauthorization and the steps it has taken to offset lost fuel revenue from EVs. The shift to EVs in the NJTPA region has outpaced the broader market. As of December 2024, the EV share in NJTPA counties is approximately 3.4 percent for all light-duty vehicles in comparison to 1.4 percent nationwide. EVs also accounted for 14.4 percent of new car sales in New Jersey during the third quarter of 2024 compared to 10.2 percent nationwide, continuing a three-year long trend. Furthermore, New Jersey offers incentives to encourage EV sales and has mandated that all new vehicle sales in New Jersey be zero-emission by 2035.

As noted, another surface transportation act reauthorization will be required when the IIJA expires. Given that the IIJA provided a significant and potentially multi-generational increase in transportation funding, the NJTPA is taking a more measured approach, projecting long-term funding growth that is more consistent with historical trends.

The costs of delivering transportation projects and programs have fluctuated significantly in recent decades, ranging from almost no annual inflation growth to 6 to 8 percent during an anomalous surge starting during the pandemic and only easing in 2024. Periods of high construction cost inflation relative to transportation funding growth diminish spending power and can strain federal, state, regional and local budgets for transportation infrastructure maintenance and expansion, resulting in the inability to keep up with the demand for transportation capital investments critical for the region's future success. Certain risk factors, notably the projected increase in frequency and strength of extreme weather and an aging construction labor force, may also contribute to costs outpacing funding over time. For example, frequent destructive storms such as Superstorm Sandy in 2012 and Tropical Storm Ida in 2021, which devastated the region, can bring unanticipated

maintenance, repair and rehabilitation costs, diverting funding from needed new transportation infrastructure, and the projected decline in the construction force will likely increase labor costs.

Funding growth can be increased in response to higher inflationary trends and/or project delivery can be streamlined to reduce construction costs. Streamlining can include new approaches to managing contracts and delivery methods and the use of innovative technologies. Furthermore, public-private partnerships (P3s) may be explored as a mechanism to fund public projects where there is a shortfall in state or federal-level funding. Ultimately, for any given asset, design and construction innovation helps reduce project life-cycle costs, especially after construction during the operations and maintenance period.

Scenario Overview

These funding scenarios were developed to examine the impacts of various potential capital funding and expenditure futures.

The Plan Scenario is the federally mandated fiscally constrained financial plan for *Connecting Communities*, relying on reasonably anticipated funding. It supports a level of funding to maintain a state of good repair while providing capacity for targeted transportation improvements.

The Limited Scenario is the most conservative of the scenarios, reflecting a fiscal environment that supports significantly less investment than the Plan Scenario, prioritizing maintaining a state of good repair at the expense of fewer transportation improvements.

The Aspirational Scenario reflects a fiscal environment that supports significantly greater transportation investments than the Plan Scenario, focusing on widespread transportation improvements.

The Financial Element only includes relevant transportation investments that are at least in part funded by the State of New Jersey or the federal government. The federal portion is almost exclusively funded through the FHWA and FTA. There are other transportation investments being made in the region, including by the Port Authority of New York and New Jersey, the New Jersey Turnpike Authority and the Delaware River Joint Toll Bridge Commission, that are not accounted for in the Financial Element because they lack State or federal funding. This includes the Port Authority Bus Terminal replacement project, which, when completed, will benefit tens of thousands of New Jersey commuters each day. While the most heavily traveled roads and bridges in North Jersey are under the state's

jurisdiction and funded through the New Jersey Transportation Capital Program (TCP), county and local governments are responsible for maintaining and upgrading more than 90 percent of road miles and about 40 percent of bridges in the NJTPA region. While some of these projects do receive state and/or federal funding, many do not and are also not included in the Financial Element. There are federal funding sources other than FHWA and FTA, such as the Federal Railroad Administration (FRA), that are not typically included in the TCP and as a result, not typically accounted for in Financial Elements. However, the Financial Element does include FRA funding dedicated to the Hudson Tunnel Project that is not programmed in the TCP.

Assumptions

Key assumptions for each scenario regarding objectives, cost inflation, funding growth, and competitive funding are outlined in Table 4.1.

Table 4.1: Scenario Assumptions

	Limited	Plan	Aspirational
Transportation Network in State of Good Repair	Maintained	Maintained	Maintained
Transportation Improvements	Limited	Moderate	Substantial
Long-Term Cost Inflation Rates	2.80%	2.80%	2.80%
Long-Term Capital Funding Growth Rates	1.20%	2.80%	3.50%
Long-Term Capital Competitive Funding	No Funding	Modest Funding	Substantial Funding

The Financial Element's forecast covers the period from FY 2026 through FY 2050. The forecast uses the following time periods to illustrate changes throughout the 25-year planning horizon:

- Near-term (FY 2026 to FY 2029)
- Mid-term (FY 2030 to FY 2035)
- Long-term (FY 2036 to FY 2050)

All three scenarios incorporate the funding and expenditures applicable to the NJTPA region as well as capital funding and cost inflation rates from the FY 2026 TCP for the first 10 years of the Financial Element, corresponding to the near- and mid-term time periods. State and federal annual funding in the TCP averages $4.0 billion for the NJTPA region in YOE, which reflect dollars in the year that they are expected to be spent and include cost inflation. The TCP includes funding for two Gateway Program projects, the Portal North

Bridge Replacement and the Hudson Tunnel Project, which includes construction of the new Hudson River Tunnel, as well as modernization and rehabilitation of the existing North River Tunnel.

However, the assumptions differ markedly by scenario, starting in the near- and mid-term, with the Plan Scenario including additional Gateway Program projects that are not in the TCP, such as the Sawtooth Bridge Replacement, Harrison Fourth Track Expansion, and Dock Bridge Rehabilitation. The Aspirational Scenario, with its fiscal abundance, includes funding for the entire Gateway Program, which includes most notably, the expansion of New York Penn Station.

Over the long-term, beginning in FY 2036, assumptions continue to differ markedly by scenario. All formula funding in the TCP associated with NJDOT and NJ TRANSIT programs and projects is carried forward into the long-term, with annual capital funding growth rates of 1.2 percent, 2.8 percent and 3.5 percent for the Limited, Plan, and Aspirational scenarios respectively, as shown in Table 4.1. The rate of inflation is held constant for all three scenarios at 2.8 percent.

Recognizing that the IIJA is set to expire at the end of FFY 2026 and has provided higher funding levels than anticipated in future transportation infrastructure bills, projected federal competitive funding in the long-term is based on historical FTA levels from FFY 2006 to FFY 2021. FTA competitive funding is projected through the long-term period (with an equivalent State match) for only the Plan and Aspirational Scenarios, with the same capital funding growth rates applied to formula funding. Only historical FTA competitive funding is considered, since FHWA funding has historically been predominantly formula based.

The RCIS guides the Financial Element's allocation of funding for future transportation investments in the Plan Scenario, including programs and capital projects funded by both formula and competitive sources. The RCIS (see Appendix E and Section 3.3) serves as the NJTPA's policy guide to meeting the region's competing demands and opportunities through a balanced, realistic approach to regional transportation investment The RCIS considers a long-term horizon and sets allocation targets for 16 categories of capital expenditures broadly focused on system preservation, improvement and support.

Unlike the Plan Scenario, the Limited and Aspirational scenarios are guided by the RCIS but have differing allocation targets tailored to available funding levels and in keeping with regional priorities. The Limited Scenario prioritizes system preservation and safety with its scarce funding at the expense of most other types of capital expenditures, including

system improvements. The Aspirational Scenario maintains system preservation but generally prioritizes non-road system improvements with its abundant funding.

Scenario Capital Funding and Expenditure Levels

Plan Scenario

The Plan Scenario is fiscally constrained and guided by the RCIS, serving as a realistic and balanced approach for making future transportation capital investments in the region. Matching projected funding, total expenditures are projected to be $123.5 billion (YOE$) (Table 4.2) over the 25-year planning horizon, averaging $4.9 billion (YOE$) per year (Table 4.3). Nearly half of total funding is dedicated to capital investments focused on maintaining the transportation system in a state of good repair. The Plan Scenario does provide funding for targeted transit, roadway, and nonmotorized improvements, notably several Gateway Program projects, including the Hudson River Tunnel Project, Portal North Bridge Replacement, Sawtooth Bridge Replacement, Dock Bridge Rehabilitation, and Harrison Fourth Track.

Table 4.2: Plan Scenario Funding and Expenditures by Period (billions of YOE$)

Source	Near-Term FY 26-29	Mid-Term FY 30-35	Long-Term FY 36-50	Total
Federal	$11.57	$16.83	$41.21	$69.60
State	$7.12	$10.66	$31.94	$49.71
Other	$1.19	$1.62	$1.35	$4.15
Total	$19.87	$29.10	$74.50	$123.47

Table 4.3 - Plan Scenario Annual Average Funding and Expenditures (billions of YOE$)

Source	Near-Term FY 26-29	Mid-Term FY 30-35	Long-Term FY 36-50	Total
Federal	$2.89	$2.80	$2.75	$2.78
State	$1.78	$1.78	$2.13	$1.99
Other	$0.30	$0.27	$0.09	$0.17
Total	$4.97	$4.85	$4.97	$4.94

Limited Scenario

The Limited Scenario reflects a potential fiscal environment of scarcity and would provide 11 percent less funding than the Plan Scenario for future transportation capital investments. Under this scenario, the region would be less prepared to meet the demands on the transportation network of a growing population and economy. Matching projected funding, total expenditures are projected to be $110.3 billion (YOE$) (Table 4.4) over the

plan period, averaging $4.4 billion (YOE$) per year (Table 4.5). Due to the significant reduction in overall funding, a larger proportion must be dedicated to capital investments focused on maintaining the transportation system in a state of good repair. As a result, less funding is available for targeted transit, roadway, and nonmotorized improvements. Only the Hudson River Tunnel Project and Portal North Bridge Replacement are included, and there is no long-term competitive funding for other capital projects.

Table 4.4 - Limited Scenario Funding and Expenditures by Period (billions of YOE$)

Source	Near-Term FY 26-29	Mid-Term FY 30-35	Long-Term FY 36-50	Total	Total vs. Plan	
					$	%
Federal	$11.05	$16.30	$35.37	$62.72	($6.88)	(9.9)%
State	$6.60	$10.13	$26.75	$43.48	($6.23)	(12.5)%
Other	$1.19	$1.62	$1.26	$4.07	($0.09)	(2.2)%
Total	$18.84	$28.05	$63.38	$110.27	($13.20)	(10.7)%

Table 4.5 - Limited Scenario Annual Average Funding and Expenditures (billions of YOE$)

Source	Near-Term FY 26-29	Mid-Term FY 30-35	Long-Term FY 36-50	Total	Total vs. Plan	
					$	%
Federal	$2.76	$2.72	$2.36	$2.51	($0.28)	(9.9)%
State	$1.65	$1.69	$1.78	$1.74	($0.25)	(12.5)%
Other	$0.30	$0.27	$0.08	$0.16	($0.00)	(2.2)%
Total	$4.71	$4.67	$4.23	$4.41	($0.53)	(10.7)%

Aspirational Scenario

The Aspirational Scenario reflects a potential fiscal environment of abundance and would provide 17 percent more funding than the Plan Scenario and address more long-standing transportation priorities. This scenario is intended to represent a feasible path forward supported by historical periods of fiscal abundance, that funds significant improvement and expansion of the region's transportation system to meet the needs of an aspirational future in which population and economic growth is more robust. Matching projected funding, total expenditures are projected to be $143.9 billion (YOE$) (Table 4.6) averaging $5.8 billion per year (Table 4.7). While maintaining the transportation system in a state of good repair, the scenario provides significant funding dedicated to targeted transit, roadway, and nonmotorized improvements, including the construction of the full Gateway Program.

Table 4.6 – Aspirational Scenario Funding and Expenditures by Period (billions of YOE$)

Source	Near-Term FY 26-29	Mid-Term FY 30-35	Long-Term FY 36-50	Total	Total vs. Plan	
					$	%
Federal	$14.36	$21.01	$46.52	$81.89	$12.29	17.7%
State	$9.12	$13.66	$35.22	$58.00	$8.29	16.7%
Other	$1.09	$1.47	$1.40	$3.95	($0.20)	(4.8)%
Total	$24.56	$36.14	$83.14	$143.85	$20.38	16.50%

Table 4.7 - Aspirational Scenario Annual Average Funding and Expenditures (billions of YOE$)

Source	Near-Term FY 26-29	Mid-Term FY 30-35	Long-Term FY 36-50	Total	Total vs. Plan	
					$	%
Federal	$3.59	$3.50	$3.10	$3.28	$0.49	17.7%
State	$2.28	$2.28	$2.35	$2.32	$0.33	16.7%
Other	$0.27	$0.24	$0.09	$0.16	($0.01)	(4.8)%
Total	$6.14	$6.02	$5.54	$5.75	$0.82	16.5%

Operating Expenditures

In addition to capital funding, NJDOT and NJ TRANSIT also depend on appropriations from the state General Fund to support operations for both existing capacity as well as any capacity increases.

NJDOT's maintenance and operations of state and local highway facilities includes snow removal, road surface upkeep, maintenance of roadside lighting, vegetation, inspections, technical studies and general and administrative services. For FY 2025, the agency's operating budget dedicated to the NJTPA region is projected to be $27.5 million. To keep pace with projected long-term inflation of 2.8 percent over 25 years, this appropriation is projected to increase to $54.8 million by FY 2050.

NJ TRANSIT is one of the largest transit agencies in the country, with significant operating funding needs. The agency's operating revenue is derived from several sources. Approximately one quarter in FY 2024 came from passenger revenue. An additional 66 percent came from federal, state and local reimbursements, along with 5 percent from state appropriations. The remaining funding comes from investment income and other non-operating revenues. The agency pursues a variety of initiatives to maximize system-generated funding to reduce dependence on taxpayer supported funding. It also seeks to control expenses to ensure the most cost-effective means of delivering service.

Beginning in FY 2026, NJ TRANSIT will receive a boost from the newly implemented state corporate transit fee, which can be used for operations and as a local match for federal grants like the Capital Investment Grant (CIG) Program to support capital projects.

NJ TRANSIT's projected operating costs within the NJTPA region are expected to grow to $5.1 billion per year by 2050. These NJ TRANSIT projections are based on existing services and projected growth and include allowances for inflation, increased service to accommodate a moderate rate of ridership growth and limited initiation of new services beyond the current system.

As discussed in Appendix A, there are several active initiatives to determine the future service needs and capacity expansion of the major public transit connections from New Jersey to Midtown Manhattan, which will have implications for transit operating budgets and needs. The Federal Railroad Administration (FRA), Amtrak and Port Authority are each advancing different initiatives to guide future development of the rail and bus systems.

Next Steps

This chapter provides a financial plan for implementing projects and programs over a 25-year planning period, while ensuring balanced investments that meet the infrastructure needs of the transportation system. As *Connecting Communities* is implemented, the NJTPA, its member agencies and its partners should take the following actions:

- Closely monitor economic and other trends that could affect transportation financing and project delivery, including those related to potentially disruptive factors and adjust the Plan Scenario, as needed.
- Highlight achievements realized through strong infrastructure funding under the IIJA for consideration in the next surface transportation reauthorization.
- Pursue opportunities to control transportation construction costs and streamline project delivery.
- Support operations funding for NJ TRANSIT and NJDOT to allow them to adequately maintain and improve infrastructure and expand travel services to the public.
- Find opportunities to advance and fund major regional projects, such as the Gateway Program, the Port Authority Bus Terminal, and future transit expansions over the long term.

Chapter 5 – A Call to Action

The previous chapters of *Connecting Communities* identify a wide range of transportation needs in the region and present potential strategies to meet them out to 2050. Many of the strategies involve using NJTPA programs to support and improve transportation and land use planning by member subregions and municipalities. Examples of these programs, as discussed elsewhere in this plan, are Vibrant Places, Planning for Emerging Centers, Local Concept Development and the Subregional Studies Program.

Recommendations in this plan also highlight the need for continued and enhanced collaboration among NJTPA member agencies, stakeholders and the public to find the best and most efficient use of public resources – relying on performance measures and data analysis – to create a connected, sustainable future that addresses the needs of all travelers in the region.

This chapter details the priority actions that the NJTPA and its partners can take to realize the goals of this plan. It is derived from the needs and recommendations in Chapter 3, and reflects broad themes heard during the public engagement process described in Chapter 2. The actions require continued and strengthened collaboration with agency partners, counties, municipalities and the public.

Beyond capital projects in the TIP (discussed further below), the NJTPA will use annual updates to the Unified Planning Work Program to help implement the priority recommendations focused on planning activities and the early stages of the project pipeline. This work program guides the ongoing transportation planning activities of the NJTPA staff, its member agencies and other transportation agencies in the region. Tasks in the current (FY 2026) work program include new rounds of subregional studies and local safety projects, assistance to municipalities in implementing Complete Streets, investigating concepts for key local infrastructure improvements and a host of other tasks.

The NJTPA also works with state and local agencies, communities and non-profit organizations to collaborate on initiatives that advance the region's goals. One example is the North Jersey Trails Network, an initiative of the New Jersey Bike Walk Coalition and the Rails to Trails Conservancy to envision and create an on- and off-road trail network in the region. Building on the ATP, the NJTPA and these organizations are identifying corridors for potential further study. This study is included in the FY 2026 NJTPA work program.

Many of *Connecting Communities*' priority recommendations, outlined below, are included in or can be considered for future work programs.

Planning

The NJTPA commits to continue and expand programs that support strong county and municipal planning that advances the goals of *Connecting Communities* and that can

result in transportation and community improvements. NJTPA programs for municipalities and counties include:

- Complete Streets Technical Assistance, the Complete Streets Conceptualization Pilot Program and the Complete Streets Demonstration Library
- Planning for Emerging Centers, Vibrant Places and Transit Hubs
- Municipal safety planning that builds on county-level Local Safety Action Plans. This is a pilot program in the FY 2026 UPWP.
- Support for county and municipal resilience and emissions reduction efforts, including planning for EV charging infrastructure.
- Continue and expand construction assistance to counties that may lack personnel or expertise to usher projects through the federal aid process through the Local Capital Project Delivery and Freight Concept Development programs.

In keeping with federal and state guidance, the NJTPA will continue to use performance measures and data to align actions with achieving regional and national goals. Examples of this include:

- Considering housing and transportation costs in NJTPA-sponsored studies and subregional studies, as appropriate.
- Completing and using a regional zoning atlas to support coordinated land use and transportation decision making.
- Using the findings of the latest CMP to further explore local needs and identify potential projects that could be implemented, including evaluating ways to mitigate the impacts of freight traffic on communities.
- Using the RCIS as guidance, consider investments based on performance data and lifecycle cost analysis for infrastructure assets. Encourage proactive maintenance and rehabilitation of roads, bridges, and transit assets to extend their lifespan.
- Continue and expand research and pilot initiatives to advance the use of technology, including exploring new materials and innovative use of smart infrastructure.

Investments

The way forward offered by this plan foresees the investment of some $123.5 billion through 2050, as discussed in Chapter 4. This averages almost $5 billion per year (factoring in inflation), a reasonable and fiscally constrained path for future investment. If additional funding can be secured, the region could fulfill a more aspirational approach to improving transportation, investing $5.8 billion per year. The RCIS (Appendix E) guides this investment towards priorities agreed upon by the NJTPA Board of Trustees and the public such as public transit, safety and targeted road enhancements.

Based on this funding, the NJTPA can implement the investments in this plan's project index and those that will be identified through the ongoing project development process

during the life of this plan. This will involve regular updates to the TIP, through which federal and state transportation funding is allocated and scheduled.

The NJTPA continues to support major infrastructure projects – most notably completing the Hudson River tunnels and larger Gateway Program – to improve accessibility and mobility for everyone – as the most critical long-term investment in the region.

Connecting Communities advocates for other strategic transit enhancements to make more modal choices available in the region. For example:

- Support for first-last mile strategies such as shuttles and micromobility and transit-supportive land use, including bicycle and pedestrian routes to transit and safe bicycle storage at bus and rail stations. This is an especially important consideration when affordable housing is being created.
- Encourage investment in technologies that increase accessibility, such as travel information or fare integration.

This plan recognizes the need to improve travel safety and reduce fatalities. In addition to the safety planning activities outlined earlier, the NJTPA will:

- Continue to work with NJDOT to expand the LSP/HRRR programs, including local safety engineering assistance. These programs assist NJTPA member counties and cities in advancing priority safety improvements on local roads.
- Continue and expand pilot safety programs that address pedestrian lighting to improve safety; evaluate traffic signals and other intersection control devices; and expand an examination of roadway trail crossings to improve visibility and safety.

The NJTPA supports active transportation accommodation and Complete Streets in all projects. This builds on and implements the ATP network and the plans and recommendations arising from municipal planning support programs outlined above and discussed in Chapter 3.

Connecting Communities encourages investments that take advantage of technological advances to make the transportation system work smarter, more efficiently, more equitably, and to make use of clean and renewable energy where possible.

The NJTPA supports investments that help mitigate and adapt to the disruptive and dangerous impacts of extreme weather hazards. This includes using the RIP (Appendix I) and Carbon Reduction Strategy (Appendix J) as guides to reduce emissions and effectively address hazards.

Connecting Communities supports continued robust funding for upgrading infrastructure and maintaining a state of good repair for road and transit infrastructure owned and operated by NJDOT, NJ TRANSIT and local entities.

Collaboration

Coordination and collaboration are central to successful planning and implementation. *Connecting Communities* recommends:

- Coordination between transportation agencies (NJDOT and NJ TRANSIT) and state and federal agencies making non-transportation investments, such as new schools, affordable housing or new parks, to incorporate transportation early in the planning process to realize the greatest benefits. Such coordination may result in enhancing placemaking, better accessibility, sidewalks and transit, for example. Included in this is coordination with the Department of Community Affairs and the New Jersey Economic Development Authority.
- With a stabilized industrial real estate market, the region and state should strive to better plan for and manage warehouse and related development with local partners.
- Support efforts by state agencies, counties and municipalities to plan for, apply for and obtain competitive grants. The NJTPA will consider the need for additional regional economic development and transportation planning.
- Strengthen stakeholder collaboration to integrate sustainability into maintenance and preservation planning to address climate resiliency and enhance community aesthetics.
- Coordinate and collaborate with non-profit organizations to conduct planning work. One example is the previously mentioned NJTPA work to advance active transportation corridors in the ATP, which involves the New Jersey Bike and Walk Coalition and the Rails to Trails Conservancy.

This plan and the NJTPA engage in and support coordination to promote economic development. This will involve partners at many levels, such as:

- Cooperation through the MAP Forum across the larger multistate metropolitan area to address issues that concern the regional economy. One issue that requires this broad collaboration is the need to address the truck parking shortage.
- Discussion and cooperation between the public and private sectors on economic progress, including improved dialog and planning activities early in the development process to better mesh business interests with community needs. The Freight Initiatives Committee is an established forum for this dialog.

This plan supports priorities and investments being made by other entities, including:

- Investments and upgrades to facilities by the Port Authority with cooperation from terminal operators and shippers through the Council on Port Performance, in which the NJTPA participates. These discussions and the resulting improvements are vital to the future of the port.

- Continued support of NJ TRANSIT's efforts to ensure stable and adequate funding for existing and strategic expanded services and operations, recognizing the vital role bus and rail transit plays in an efficient transportation system serving all communities.

Achieving collaboration on these and other priority recommendations in this plan will require sustained dialog and commitments by numerous parties. As an MPO, the NJTPA is well positioned to help foster and enhance regional cooperation – an especially important role as new challenges arise and needs and interests change. This plan provides a solid foundation for this cooperation and continued progress toward achieving a resilient, multimodal transportation system that meets the needs of all communities in the NJTPA region.

Project Name	DBNUM	RCIS Category	YOE Estimate (in $ millions)

Bergen

Highway/Bridges

Near Term (FY 2026-FY 2029)

East Anderson Street Bridge (02C0023A) over the Hackensack River	N1801	Bridge Preservation	$52.30
Kingsland Avenue, Bridge over Passaic River	N1601	Bridge Preservation	$41.60
Route 4, Bridge over Palisade Avenue, Windsor Road and CSX Railroad	065C	Bridge Preservation	$74.00
Route 4, Grand Avenue Bridge	08410	Bridge Preservation	$35.05
Route 5, Route 1&9 (North Broad Avenue) to CR 505 (River Road)	23378	Road Preservation	$6.80
Route 63, Bridge over Fairview Avenue	16343	Bridge Preservation	$21.60
Route 67, Route 5 (Central Blvd) to Route 9W	19303	Road Preservation	$13.00
Route 287, Route 202 to Ramapo River	14359	Road Preservation	$103.50

Mid Term (FY 2030-FY 2035)

Hendricks Causeway (CR 124 I), Bridge over Northern Running Track	17414	Bridge Preservation	$50.30
Market Street/Essex Street/Rochelle Avenue	98546	Road Enhancement	$25.70
Oradell Avenue, Bridge over Hackensack River	N2003	Bridge Preservation	$17.05
Route 3 EB, Bridge over Hackensack River & Meadowlands Parkway	15430	Bridge Preservation	$155.60
Route 4, Teaneck Road Bridge	93134	Bridge Preservation	$27.60
Route 9W, Bridge over Route 95, 1& 9, 46, and 4	14424	Bridge Preservation	$84.80
Route 17, Essex Street to South of Route 4	103A1	Road Expansion	$336.50
Route 46, Rockhill Road to Money Street	23389	Road Preservation	$13.20
Route 80, Garden State Parkway to Riverview Ave, Contract 5	11415E	Road Enhancement	$112.57
Route 80, Lakeview Avenue (CR 624) to Garden State Parkway, Contract 3	11415C	Road Enhancement	$157.60
Route 80, Riverview Ave to Polifly Road (CR 55), Contract 2	11415B	Road Enhancement	$155.80

Projects Under Study

Grand Avenue, Pedestrian Bridge over Route 4	22324	Bridge Preservation	

Project Name	DBNUM	RCIS Category	YOE Estimate (in $ millions)
Route 1&9, Bridge over NYS&W RR & Division Street to Fairview Avenue	9240	Bridge Preservation	
Route 93 and CR 501 (W Central Boulevard) intersection	23365	Direct Safety	
Route 9W, Palisades Avenue to New York State Line	11406	Pedestrian and Bicycle	
Route 46, Bridge over Erie-Lackawanna Railroad	16348	Bridge Preservation	
Route 46, Bridges over Route 17	14418	Bridge Preservation	
Route 46, Collins Avenue to Frederick Street	23412	Direct Safety	
Route 208, Bergen County Drainage Improvements	11381	Environment and Resilience	

Authority Projects

Near/Mid-Term (FY 2026-FY 2035)

New Jersey Sports and Exposition Authority

Formalize/improve Valley Brook Avenue	SEA26002	Pedestrian and Bicycle	
Valley Brook Ave. & Polito Ave. Intersection Improvements	SEA26001	Direct Safety	

New Jersey Turnpike Authority

Interchange 69 Improvements	TPK26001	Direct Safety	

Project Name	DBNUM	RCIS Category	YOE Estimate (in $ millions)

Essex

Highway/Bridges

Near Term (FY 2026-FY 2029)

Kingsland Avenue, Bridge over Passaic River	N1601	Bridge Preservation	$41.60
Route 1T, Pulaski Skyway to Service Road For Park	22379	Road Preservation	$7.40
Route 10, Crestmont Road to Prospect Avenue (CR 577)	23308	Road Preservation	$2.60
Route 23, Route 80 and Route 46 Interchange	9233B6	Road Enhancement	$84.20
Route 280, Route 80 to Route 95	23404	ITS and Incident Management	$34.09

Mid Term (FY 2030-FY 2035)

Clay Street Bridge over the Passaic River	N1402	Bridge Preservation	$133.20
CR 508 (Bridge Street), Bridge over Passaic River	N1602	Bridge Preservation	$161.50
CR 508 (Central Avenue), Bridge over City Subway	N1605	Bridge Preservation	$24.00
Lincoln Tunnel Access Project (LTAP)	11407	Bridge Preservation	$1,660.00
Route 1&9, Route 35 to North Street, ATS C#1	19605	ITS and Incident Management	$23.12
Route 10, Chelsea Drive to Kelly Drive	15439	Pedestrian and Bicycle	$7.50

Projects Under Study

Route 21, Newark Needs Analysis, Murray Street to Edison Place	99381	Road Enhancement	
Route 46, Two Bridge Road/Passaic Avenue (CR 613) to Route 23	24375	Environment and Resilience	
Route 78 Ramp 3 over Route 78 Ramps 2 & 6, Ramp 4	17314	Bridge Preservation	

Authority Projects

Near/Mid-Term (FY 2026-FY 2035)

New Jersey Turnpike Authority

Newark Bay - Hudson County Extension Improvements Program	TPK24001	Road Expansion	

Project Name	DBNUM	RCIS Category	YOE Estimate (in $ millions)

Hudson

Highway/Bridges

Near Term (FY 2026-FY 2029)

Paterson Plank Road (CR 681), Bridge over Route 3 at MP 10.04	16307	Bridge Preservation	$64.40
Route 1T, Jacobus Ave to Rt 1/9 Pulaski Hwy & Rt 440, I-78 to Rt 1/9 Communipaw Ave, ATS C#1	19608A	ITS and Incident Management	$18.50
Route 1T, Pulaski Skyway to Service Road For Park	22379	Road Preservation	$7.40
Route 1T, Sip Avenue to Route 1/9	23398	Road Preservation	$4.65
Route 280, Route 80 to Route 95	23404	ITS and Incident Management	$34.09

Mid Term (FY 2030-FY 2035)

Baldwin Avenue, Bridge over Passaic and Harsimus Branch	18307	Bridge Preservation	$35.30
Clay Street Bridge over the Passaic River	N1402	Bridge Preservation	$133.20
CR 508 (Bridge Street), Bridge over Passaic River	N1602	Bridge Preservation	$161.50
Lincoln Tunnel Access Project (LTAP)	11407	Bridge Preservation	$1,660.00
Manhattan Avenue Retaining Wall	N1603	Road Enhancement	$65.20
Meadowlands Parkway Bridge	N1802	Bridge Preservation	$49.57
Pedestrian Bridge over Route 440	17356	Pedestrian and Bicycle	$5.50
Route 1&9, Route 35 to North Street, ATS C#1	19605	ITS and Incident Management	$23.12
Route 3 & Route 495 Interchange	12386	Bridge Preservation	$280.50
Route 3 EB, Bridge over Hackensack River & Meadowlands Parkway	15430	Bridge Preservation	$155.60

Projects Under Study

Central Avenue (CR 659), Bridge over Route 1&9T	18322	Bridge Preservation
CR 501 (JFK Blvd), Rt 139 Conrail Viaduct Spans	18317	Bridge Preservation
Palisade Avenue, Bridge over Bergen County Branch (Abandoned)	18306	Bridge Preservation
Route 1&9, Bridge over NYS&W RR & Division Street to Fairview Avenue	9240	Bridge Preservation

Project Name	DBNUM	RCIS Category	YOE Estimate (in $ millions)
Route 1&9T, Secaucus Road to Little Ferry	97005E	Dedicated Freight	
Route 1, North Street to 50th Street	23411	Direct Safety	

NJ TRANSIT

Near Term (FY 2026-FY 2029)

Hoboken Terminal /Yard Rehabilitation	T82	Transit Preservation	$2.55

Mid Term (FY 2030-FY 2035)

Hudson-Bergen and Newark LRT System	T87	Transit Expansion	$150.00
Portal North Bridge	T538	Transit Preservation	$357.98

Authority Projects

Near/Mid-Term (FY 2026-FY 2035)

New Jersey Turnpike Authority

Newark Bay - Hudson County Extension Improvements Program	TPK24001	Road Expansion	
TPK Westerly Alignment Mainline Widening Between Southern Mixing Bowl - 15W and Replacement of Laderman Bridge	TPK22101	Road Expansion	

Port Authority of NY & NJ

Cross Harbor Freight Program (CHFP) Tier II Environmental Impact Statement (EIS)	PA26001	Dedicated Freight	

Mid Term (FY 2030-FY 2035)

Gateway Development Commission

Hudson Tunnel Project	GP2402	Transit Enhancement	$2,688.00

Port Authority of NY & NJ

Holland Tunnel 12th Street Enhanced Corridor Improvements Project	PA2500	Road Enhancement	$34.90

Project Name	DBNUM	RCIS Category	YOE Estimate (in $ millions)

Hunterdon

Highway/Bridges

Near Term (FY 2026-FY 2029)

* Church Street Bridge, CR 579	NS9806	Bridge Preservation	$12.40
Route 29, Old River Road to Alexauken Creek Road	23395	Road Preservation	$3.00
Route 31, HealthQuest Boulevard to River Road	08327D	Road Enhancement	$14.68
* Route 78, Pittstown Road (Exit 15), Interchange Improvements (CR 513)	NS0309	Road Enhancement	$5.00
Route 78, Route 22 to Drift Road/Dale Road	18601	ITS and Incident Management	$39.51
Route 173, Bridge over Mulhockaway Creek	16338	Bridge Preservation	$9.10
Route 179, Bridge over Back Brook (Ringoes Creek)	17336	Bridge Preservation	$9.19

Mid Term (FY 2030-FY 2035)

Route 22, Bridge over NJT Raritan Valley Line	14425	Bridge Preservation	$27.00
Route 29, Alexauken Creek Road to Washington Street	11413C	Road Preservation	$22.88
Route 29, Bridge over Copper Creek	16351	Bridge Preservation	$8.75
Route 29, Rockfall Mitigation, Kingwood Twp	11413B	Direct Safety	$42.10
Route 29, Rockfall Mitigation, West Amwell & Lambertville	15443	Direct Safety	$22.10
Route 31, Church Street (CR 650) to E Main Street/Flemington Jct Road	08327C	Road Expansion	$35.60
Route 78, Bridge over Beaver Brook	16341	Bridge Preservation	$4.72
Route 173, CR 513 (Pittstown Rd) to Beaver Avenue (CR 626)	16362	Pedestrian and Bicycle	$9.80
Thomas Street, Bridge Over High Bridge Branch(Abandoned)	24338	Bridge Preservation	$11.00

Projects Under Study

Route 22, Exxon Access Road to Station Road (CR 679)	19364	Direct Safety	

*: Projects are funded by DBNUM N063, NJTPA Future Projects.

Project Name	DBNUM	RCIS Category	YOE Estimate (in $ millions)

Authority Projects

Near/Mid-Term (FY 2026-FY 2035)

Delaware River Joint Toll Bridge Commission

Centre Bridge Stockton Toll Supported Bridge Rehabilitation	DB26008	Bridge Preservation	
Uhlerstown - Frenchtown TSB Rehabilitation	DB26012	Bridge Preservation	
Upper Black Eddy - Milford TSB Rehabilitation	DB26009	Bridge Preservation	

Project Name	DBNUM	RCIS Category	YOE Estimate (in $ millions)

Middlesex

Highway/Bridges

Near Term (FY 2026-FY 2029)

ADA Central, Contract 2	15418	Pedestrian and Bicycle	$33.20
Cutters Dock Road, Bridge Over North Jersey Coast Line	24342	Bridge Preservation	$15.75
Oak Tree Road Bridge, CR 604	99316	Bridge Preservation	$28.90
Route 1, NB Bridge over Raritan River	15303	Bridge Preservation	$148.00
Route 18 NB, Bridge over Conrail	16352	Bridge Preservation	$20.85
Route 35, Heards Brook and Woodbridge Creek, Culvert Replacement	10381	Bridge Preservation	$14.63
Route 35, Route 9 to Colonia Boulevard	15392	Road Preservation	$26.29
Route 130, Bridge over Millstone River	16339	Bridge Preservation	$11.63
Schalk's Crossing Road Bridge, CR 683	00321	Bridge Preservation	$64.80

Mid Term (FY 2030-FY 2035)

Bordentown Avenue (CR 615), Burlew Place/Kenneth Avenue and Eugene Boulevard Intersections	17424	Road Enhancement	$32.80
CR 516 (Old Bridge-Matawan Road, Bridge over Lake Lefferts	N2006	Bridge Preservation	$10.10
CR 531 (Park Avenue), Bridge over Lehigh Valley Main Line	14417	Bridge Preservation	$20.15
Route 1, Alexander Road to Mapleton Road	17419	Road Expansion	$27.46
Route 1, over Forrestal Road	12358	Bridge Preservation	$23.20
Route 9 North, Ramp to Garden State Parkway North	18321	Road Enhancement	$6.75
Route 9/35, Main Street Interchange	079A	Bridge Preservation	$114.30
Route 27, Neilson Street to Bridge Street	23394	Road Preservation	$23.20
Route 34, CR 537 to Washington Ave., Pavement	11307	Road Preservation	$231.84
Route 287,River Road & Easton Avenue Interchange Improvements	9169Q	Direct Safety	$97.30
Route 440, Route 95 to Kreil St	14355	Road Preservation	$238.00

Project Name	DBNUM	RCIS Category	YOE Estimate (in $ millions)
Projects Under Study			
Bridge Street , Bridge over Amtrak	21301	Bridge Preservation	
CR 527 (Old Bridge Turnpike), Bridge over Sayreville Secondary (NS)	17415	Bridge Preservation	
Route 27, Eighth Avenue to Brookhill Avenue	19311	Pedestrian and Bicycle	
Route 130, Bridge over CR 522(Ridge Road) & Route 130, Bridge over Conrail Jamesburg Branch	24400	Bridge Preservation	
Route 287, River Road (CR 622), Interchange Improvements	9169R	Road Enhancement	
Route 287, Route 95 to Durham Avenue	24365	Environment and Resilience	
State Street (CR 611), Bridge Over Chemical Coast Branch (Conrail)	22382	Bridge Preservation	
Tremley Point Connector Road	9324A	Dedicated Freight	

NJ TRANSIT

Near Term (FY 2026-FY 2029)

New Brunswick Station Platform Ext. and Elevator Imprvmts (Liberty Corridor)	T532	Transit Enhancement	$16.00

Authority Projects

Near/Mid-Term (FY 2026-FY 2035)

New Jersey Turnpike Authority

Operational Improvements between Interchanges 130 and 131	GSP22101	Road Enhancement	

Project Name	DBNUM	RCIS Category	YOE Estimate (in $ millions)

Monmouth

Highway/Bridges

Near Term (FY 2026-FY 2029)

ADA Central, Contract 2	15418	Pedestrian and Bicycle	$33.20
* County Route 537 Corridor, Section A, NJ Rt. 33 Business and Gravel Hill Road	NS0403	Road Enhancement	$27.00
Route 33 Business, Bridge over Conrail Freehold Secondary Branch	12379	Bridge Preservation	$37.40
Route 34, Bridge over Big Brook	17330	Bridge Preservation	$14.70
Route 36, Bridge over Troutman's Creek	16349	Bridge Preservation	$8.60
Route 36, Clifton Ave/James St to Mountainview Ave	15384	Road Preservation	$11.95
Route 71, Bridge over NJ Transit (NJCL)	15449	Bridge Preservation	$31.90
Route 195, Route 295 to Route 9	20602	ITS and Incident Management	$30.31
School House Road, Bridge over Route 35	16312	Bridge Preservation	$11.50

Mid Term (FY 2030-FY 2035)

Corlies Avenue Bridge (O-12) over Deal Lake	N1803	Bridge Preservation	$30.50
CR 516 (Old Bridge-Matawan Road, Bridge over Lake Lefferts	N2006	Bridge Preservation	$10.10
Monmouth County Bridge S-31 (AKA Bingham Avenue Bridge) over Navesink River, CR 8A	NS9603	Bridge Preservation	$171.00
Monmouth County Bridges W7, W8, W9 over Glimmer Glass and Debbie's Creek	NS9306	Bridge Preservation	$40.00
Route 9, Salem Hill Road to Texas Road (CR 690) Intersections	18369	ITS and Incident Management	$38.50
Route 33, Bridge over Manalapan Brook	19604	Bridge Preservation	$11.45
Route 34, CR 537 to Washington Ave., Pavement	11307	Road Preservation	$231.84
Route 35 NB, Bridge over Route 36 NB & GSP Ramp G	18351	Bridge Preservation	$12.60
Route 35, Route 66 to White Street/ Obre Place	17420	Direct Safety	$6.83
Route 71, Bridge over Shark River	16316	Bridge Preservation	$114.60
Route 79, Route 9 to Route 34 (Middlesex Street)	15380	Road Preservation	$23.00

*: Projects are funded by DBNUM N063, NJTPA Future Projects.

Project Name	DBNUM	RCIS Category	YOE Estimate (in $ millions)
Route 138, Garden State Parkway to Route 35	15401	Road Preservation	$30.26
Union Hill Road, Bridge over Route 9	18345	Bridge Preservation	$23.00

Projects Under Study

Route 9, Taylors Mills Road Intersection	23341	Road Enhancement	
Route 33 and Route 34 Intersection	22363	Direct Safety	
Route 35, Bridge over Edgar Felix Bicycle Path	17394	Bridge Preservation	
Route 35, Bridge over Route 71 (Union Avenue)	24329	Bridge Preservation	
Route 35, CR 18 (Belmar Ave/16th Ave) to Route 71/8th Avenue	17402	Direct Safety	
Route 35, Woodland Avenue to CR 516 (Cherry Tree Farm Road)	15388	Road Preservation	

Project Name	DBNUM	RCIS Category	YOE Estimate (in $ millions)

Morris

Highway/Bridges

Near Term (FY 2026-FY 2029)

CR 510 (Columbia Turnpike), Bridge over Black Brook	N1604	Bridge Preservation	$12.05
Martin Luther King Avenue Bridge (No. 1400-118) over the Whippany River	N1804	Bridge Preservation	$8.20
Openaki Road Bridge	NS9802	Bridge Preservation	$10.80
Route 23, Alexander Avenue to Highland Avenue	23387	Road Preservation	$8.77
Route 46, Pequannock Street to CR 513 (West Main Street)	16318	Direct Safety	$13.60
Route 280, Route 80 to Route 95	23404	ITS and Incident Management	$34.09
Route 287, Route 202 to Ramapo River	14359	Road Preservation	$103.50

Mid Term (FY 2030-FY 2035)

East Main Street (CR 644), Bridge over Rockaway River	N2001	Bridge Preservation	$9.95
Parker Road (WB), Bridge over Route 15 (NB)	24337	Bridge Preservation	$27.90
Route 10, Hillside Ave (CR 619) to Mt. Pleasant Tpk (CR 665)	11339	Road Preservation	$28.90
Route 10, Route 46 to Hillside Avenue (CR 619)	23386	Road Preservation	$6.10
Route 15 Corridor, Rockfall Mitigation, Contract B	15441	Direct Safety	$26.20
Route 24, EB Ramp to CR 510 (Columbia Turnpike)	15433	Road Enhancement	$16.00
Route 46, Main Street/Woodstone Road (CR 644) to Route 80	06366D	Road Enhancement	$28.00
Route 46, Route 80 Exit Ramp to Route 53	06366E	Road Enhancement	$24.50
Route 80/15 Interchange	93139	Road Enhancement	$159.50
Route 159, Bridge over Branch of Passaic River	18363	Bridge Preservation	$14.55

Projects Under Study

Route 10, EB widening from Route 202 to Route 53	12303	Road Expansion	
Route 23, Maddak Road to Jackson Avenue (CR 680) & Route 202, Route 23 to Route 23	24367	Road Preservation	

Project Name	DBNUM	RCIS Category	YOE Estimate (in $ millions)
Route 57/182/46, Hackettstown Mobility Improvements	9237	Road Enhancement	

Project Name	DBNUM	RCIS Category	YOE Estimate (in $ millions)

Ocean

Highway/Bridges

Near Term (FY 2026-FY 2029)

Chadwick Beach Island Bridge (No. 1507-007) over Barnegat Bay	N1805	Bridge Preservation	$10.40
Garden State Parkway Interchange 83 Improvements	N1405	Road Enhancement	$16.20
Route 35, Osborne Avenue to Manasquan River & Old Bridge Road to Route 34 & Route 70	15389	Road Preservation	$45.20
Route 88, Bridge over Beaver Dam Creek	09322	Bridge Preservation	$13.60
Route 166, Bridges over Branch of Toms River	14324	Bridge Preservation	$41.60
Route 195, Route 295 to Route 9	20602	ITS and Incident Management	$30.31
Route 539 Overpass (joint Kim/Smith)	N2406	Direct Safety	$11.00

Mid Term (FY 2030-FY 2035)

Bay Avenue, Bridge over Mill Creek	24373	Bridge Preservation	$13.40
Route 37 On Ramp to Route 35, Missing Move	17403	Road Enhancement	$12.83

Projects Under Study

Route 9, Longboat Av to Beachwood Blvd & Rt 166, Pennant Av to Beachwood Blvd	15432	Road Enhancement	
Route 9, Mizzen Avenue and Washington Avenue, Intersection Improvements	97080N	Road Enhancement	
Route 35, Bridge over Wills Hole Manasquan River	24390	Bridge Preservation	

Authority Projects

Near/Mid-Term (FY 2026-FY 2035)

New Jersey Turnpike Authority

Operational Improvements, Milepost 78.8 to 84.5	GSP22100	Road Enhancement	

Project Name	DBNUM	RCIS Category	YOE Estimate (in $ millions)

Passaic

Highway/Bridges

Near Term (FY 2026-FY 2029)

Route 23, High Crest Drive to Macopin River	11424A	Road Preservation	$25.00
Route 23, Route 80 and Route 46 Interchange	9233B6	Road Enhancement	$84.20
Route 80, Riverview Dr (CR640) to Taft Ave, Contract 1	11415A	Road Enhancement	$74.60
Route 287, Route 202 to Ramapo River	14359	Road Preservation	$103.50

Mid Term (FY 2030-FY 2035)

Main Avenue Corridor Improvements	N1806	Road Enhancement	$26.10
Piaget Avenue , Bridge over Passaic-NY Branch	17425	Bridge Preservation	$15.15
Route 23 Rockfall Mitigation, West Milford Township	16324	Direct Safety	$35.00
Route 46, Rockhill Road to Money Street	23389	Road Preservation	$13.20
Route 80, 21st Avenue to Lakeview Ave (CR 624), Contract 6	11415F	Road Expansion	$281.99
Route 80, Lakeview Avenue (CR 624) to Garden State Parkway, Contract 3	11415C	Road Enhancement	$157.60
Route 80, Taft Ave to 21st Ave, Contract 4	11415D	Road Enhancement	$165.25
Sixth Avenue (CR 652), Bridge over Passaic River	N1606	Bridge Preservation	$22.40

Projects Under Study

River View Drive (CR 640), Bridge over Totowa Spur (NS)	22323	Bridge Preservation	
Route 23 NB, Bridges over NYS&W RR	14439A	Bridge Preservation	
Route 23, Maddak Road to Jackson Avenue (CR 680) & Route 202, Route 23 to Route 23	24367	Road Preservation	
Route 46, Two Bridge Road/Passaic Avenue (CR 613) to Route 23	24375	Environment and Resilience	

Project Name	DBNUM	RCIS Category	YOE Estimate (in $ millions)

Somerset

Highway/Bridges

Near Term (FY 2026-FY 2029)

ADA Central, Contract 2	15418	Pedestrian and Bicycle	$33.20
Camp Meeting Avenue Bridge over Trenton Line, CR 602	99405	Bridge Preservation	$18.06
Route 22, Andrew Street to Wilson Avenue	23371	Road Preservation	$5.10
Route 28, Rt 287 to CR 525 (Thompson Avenue)	13318	Direct Safety	$7.50
Route 78, Route 22 to Drift Road/Dale Road	18601	ITS and Incident Management	$39.51
Route 202, Bridge over North Branch of Raritan River	14415	Bridge Preservation	$20.60
Route 202/206, over Branch of Peter's Brook, Culvert Replacement at MP 27.96	11363	Bridge Preservation	$4.55

Mid Term (FY 2030-FY 2035)

CR 512 (Valley Road), Bridge over Passaic River	N1607	Bridge Preservation	$11.45
Great Road (CR 601), Bridge over Bedens Brook (D0105)	N2008	Bridge Preservation	$6.85
Hamilton Road, Bridge over Conrail RR	14416	Bridge Preservation	$34.50
Picket Place, CR 567 Bridge (C0609) over South Branch of Raritan River	N1807	Bridge Preservation	$17.75
Route 28 (Main Street), Bridge Street to Grove Street	19306	Direct Safety	$6.15
Route 202, Old York Road (CR 637) Intersection Improvements	12332	Road Enhancement	$36.30
Route 202/206, Bridge over Branch of Peters Brook	17333	Bridge Preservation	$5.10
Route 206, Valley Road to Brown Avenue	780A	Road Expansion	$126.50
Route 287,River Road & Easton Avenue Interchange Improvements	9169Q	Direct Safety	$97.30

Projects Under Study

Route 22, Exxon Access Road to Station Road (CR 679)	19364	Direct Safety	
Route 22, Sustainable Corridor Long-term Improvements	03318	Road Enhancement	
Route 202/206 and Route 22 Interchange, Peters Brook to Commons Way	02372	Road Enhancement	

Project Name	DBNUM	RCIS Category	YOE Estimate (in $ millions)
Route 287 NB Bridge over Route 202/206	22368	Bridge Preservation	

Project Name	DBNUM	RCIS Category	YOE Estimate (in $ millions)

Sussex

Highway/Bridges

Near Term (FY 2026-FY 2029)

Route 23 and Route 94 Rockfall Mitigation, Hardyston Township	16325	Direct Safety	$13.50
Route 23, CR 515 (Stockholm Vernon Road) to Laceytown Road	23396	Road Preservation	$10.25
Route 94, Pleasant Valley Drive to Maple Grange Road	15391	Road Preservation	$17.70

Mid Term (FY 2030-FY 2035)

Route 15 Corridor, Rockfall Mitigation, Contract B	15441	Direct Safety	$26.20
Route 206 Rockfall Mitigation, Andover Township	16326	Direct Safety	$12.30
Route 206, Bridge over Big Flat Brook	19352	Bridge Preservation	$18.70
Route 206, Bridge over Branch of Pequest River	17335	Bridge Preservation	$21.10
Route 206, Bridge over Dry Brook	16337	Bridge Preservation	$29.55

Projects Under Study

Route 23, Bridge Over Mill Brook	22376	Bridge Preservation	

Authority Projects

Near/Mid-Term (FY 2026-FY 2035)

Delaware River Joint Toll Bridge Commission

Milford - Montague TB Rehabilitation	DB26007	Bridge Preservation	
Milford - Montague Toll Bridge All Electronic Tolling	DB26005	ITS and Incident Management	

Project Name	DBNUM	RCIS Category	YOE Estimate (in $ millions)

Union

Highway/Bridges

Near Term (FY 2026-FY 2029)

Kapkowski Road - North Avenue East Improvement Project	17339	Road Enhancement	$13.55
Route 1&9, Interchange at Route I-278	95023	Road Enhancement	$139.10
Route 27 NB (Cherry Street), Bridge over Conrail	16303	Bridge Preservation	$11.60
Route 35, Route 9 to Colonia Boulevard	15392	Road Preservation	$26.29
Route 82, Rahway River Bridge	94019	Bridge Preservation	$11.75

Mid Term (FY 2030-FY 2035)

Route 1&9, Route 35 to North Street, ATS C#1	19605	ITS and Incident Management	$23.12
Route 27 SB Section Z (Chilton Avenue), Bridge over Conrail	15425	Bridge Preservation	$15.14

Projects Under Study

CR 509S (Springfield Avenue), Bridge over Route 22	19300	Bridge Preservation	
Route 27, Harrison Street to Park Avenue (CR 616)	24396	Pedestrian and Bicycle	
Route 28, Grove Street to Magie Avenue - Orchard Street (CR 618)	24349	Direct Safety	
Route 78 WB, Bridge over Quarry Road	17334	Bridge Preservation	
Tremley Point Connector Road	9324A	Dedicated Freight	

Project Name	DBNUM	RCIS Category	YOE Estimate (in $ millions)

Warren

Highway/Bridges

Near Term (FY 2026-FY 2029)

Route 31, Bridge over Furnace Brook	09325	Bridge Preservation	$20.30
Route 57, Bridge over Branch Lopatcong Creek	16345	Bridge Preservation	$7.15
Route 78, Route 22 to Drift Road/Dale Road	18601	ITS and Incident Management	$39.51
Route 80 EB, Retaining Wall replacement, Hardwick and Knowlton Townships	22360	Bridge Preservation	$106.05
Route 80, WB Rockfall Mitigation, Hardwick Township	09545	Direct Safety	$61.70
Route 94, Bridge over Jacksonburg Creek	11322	Bridge Preservation	$19.94
Route 122, Lock Street to Route 22	23390	Road Preservation	$10.80

Mid Term (FY 2030-FY 2035)

Route 57, Bridge over Mill Brook	16344	Bridge Preservation	$9.96
Route 57, CR 519 Intersection Improvement	97062B	Road Enhancement	$25.84

Projects Under Study

Route 46, Bridge over Hudson Branch (Abandoned)	24370	Bridge Preservation	
Route 57/182/46, Hackettstown Mobility Improvements	9237	Road Enhancement	
South Main Street, Bridge over Washington Secondary (Conrail)	21365	Bridge Preservation	

Authority Projects

Near/Mid-Term (FY 2026-FY 2035)

Delaware River Joint Toll Bridge Commission

Delaware Water Gap (I-80) Toll Bridge All Electronic Tolling	DB26004	ITS and Incident Management	
Easton - Phillipsburg (Route 22) Toll Bridge All Electronic Tolling	DB26002	ITS and Incident Management	
Interstate 78 Toll Bridge All Electronic Tolling	DB26001	ITS and Incident Management	
Portland - Columbia Toll Bridge All Electronic Tolling	DB26003	ITS and Incident Management	

Project Name	DBNUM	RCIS Category	YOE Estimate (in $ millions)
Riegelsville TSB Rehabilitation	DB26010	Bridge Preservation	
Riverton - Belvidere Toll-Supported Bridge Rehabilitation	DB26011	Bridge Preservation	

Project Name	DBNUM	RCIS Category	YOE Estimate (in $ millions)

Various

Authority Projects

Near/Mid-Term (FY 2026-FY 2035)

New Jersey Turnpike Authority

All Electronic Tolling	TPK26002	ITS and Incident Management	

Program Name	DBNUM	RCIS Category	YOE Estimate (in $ millions)

Ongoing Programs

Highway/Bridges

Acquisition of Right of Way	X12	Program Management	$4.45
ADA Curb Ramp Implementation	11344	Pedestrian and Bicycle	$9.40
Aeronautics and UAS Program	19315	Program Management	$4.13
Airport Improvement Program	08415	Program Management	$40.00
Betterments, Dams	01335	Road Preservation	$2.28
Betterments, Roadway Preservation	X72B	Road Preservation	$138.00
Betterments, Safety	X72C	Direct Safety	$175.00
Bicycle & Pedestrian Facilities/Accommodations	X185	Pedestrian and Bicycle	$60.00
Bridge and Structure Inspection, Miscellaneous	X07F	Bridge Preservation	$1.16
Bridge Deck/Superstructure Replacement Program	03304	Bridge Preservation	$348.33
Bridge Emergency Repair	98315	Bridge Preservation	$821.25
Bridge Inspection	X07A	Bridge Preservation	$332.50
Bridge Inspection Program, Minor Bridges	17341	Bridge Preservation	$63.80
Bridge Maintenance and Repair, Movable Bridges	14404	Bridge Preservation	$189.25
Bridge Maintenance Fender Replacement	17357	Bridge Preservation	$84.40
Bridge Maintenance Scour Countermeasures	17358	Environment and Resilience	$63.90
Bridge Management System	X70	Bridge Preservation	$13.80
Bridge Preventive Maintenance	13323	Bridge Preservation	$790.25
Bridge Replacement, Future Projects	08381	Bridge Preservation	$281.62
Bridge Scour Assessment	98316	Bridge Preservation	$1.50
Carbon Reduction Program	22352	Environment and Resilience	$32.44
CMAQ Initiatives, Statewide	22355	Environment and Resilience	$214.45
Congestion Relief, Intelligent Transportation System Improvements (Smart Move Program)	02379	ITS and Incident Management	$32.50

Program Name	DBNUM	RCIS Category	YOE Estimate (in $ millions)
Construction Inspection	X180	Program Management	$121.00
Construction Program IT System (TRNS.PORT)	05304	Program Management	$42.40
Culvert Replacement Program	09316	Bridge Preservation	$28.90
DBE Supportive Services Program	X142	Program Management	$5.72
Delaware & Raritan Canal Bridges	15322	Bridge Preservation	$211.41
Design, Emerging Projects	X106	Program Management	$132.05
Design, Geotechnical Engineering Tasks	05342	Program Management	$3.88
Disadvantaged Business Enterprise	X197	Program Management	$2.30
Drainage Rehabilitation & Improvements	X154D	Road Preservation	$163.30
Drainage Rehabilitation and Maintenance, State	X154	Road Preservation	$228.25
Electrical Facilities	X241	Road Preservation	$48.00
Electrical Load Center Replacement, Statewide	04324	Direct Safety	$48.00
Emergency Management and Transportation Security Support	17360	Program Management	$11.63
Environmental Investigations	X75	Environment and Resilience	$58.13
Environmental Project Support	03309	Environment and Resilience	$9.30
Equipment (Vehicles, Construction, Safety)	X15	Road Preservation	$146.00
Equipment, Snow and Ice Removal	X15A	Road Preservation	$31.00
Ferry Program	00377	Transit Enhancement	$40.00
Guiderail Upgrade	X201	Road Preservation	$292.00
High-Mast Light Poles	97008	Road Preservation	$18.40
Highway Safety Improvement Program Planning	09388	Direct Safety	$100.00
Information Technology Support	X2500	Program Management	$50.00
Intelligent Traffic Signal Systems	15343	ITS and Incident Management	$237.78
Intelligent Transportation System Resource Center	13304	ITS and Incident Management	$32.20
Interstate Service Facilities	X151	Road Enhancement	$5.81
ITS Safety Program	23314	Direct Safety	$40.00
Job Order Contracting Infrastructure Repairs, Statewide	13305	Bridge Preservation	$320.60
Legal Costs for Right of Way Condemnation	X137	Program Management	$20.75

Program Name	DBNUM	RCIS Category	YOE Estimate (in $ millions)
Local Aid Consultant Services	10347	Local System Reserve	$1.00
Local Aid, Infrastructure Fund	X186	Local System Reserve	$75.00
Local Aid, State Transportation Infrastructure Bank	X186B	Local System Reserve	$205.00
Local Bridges, Future Needs	08387	Bridge Preservation	$440.00
Local Bridges, NJTPA	X100B	Bridge Preservation	$50.00
Local CMAQ Initiatives	X065	Environment and Resilience	$75.00
Local Concept Development Support	06326	Local System Reserve	$29.25
Local County Aid, NJTPA	X41B1	Local System Reserve	$1,229.36
Local Freight Impact Fund	17390	Dedicated Freight	$280.00
Local Municipal Aid, NJTPA	X98B1	Local System Reserve	$1,273.82
Local Municipal Aid, Urban Aid	X98Z	Local System Reserve	$100.00
Local Safety/ High Risk Rural Roads Program	04314	Direct Safety	$280.00
Maritime Transportation System	01309	Dedicated Freight	$165.00
Metropolitan Planning	X30A	Program Management	$290.49
Minority and Women Workforce Training Set Aside	07332	Program Management	$10.63
Mobility and Systems Engineering Program	13306	ITS and Incident Management	$208.00
Motor Vehicle Crash Record Processing	X233	Direct Safety	$64.00
New Jersey Rail Freight Assistance Program	X34	Dedicated Freight	$250.00
New Jersey Scenic Byways Program	X200C	Placemaking and Land Use	$5.00
NJTPA Carbon Reduction Program	N2309	Environment and Resilience	$161.21
NJTPA, Future Projects	N063	Local System Reserve	$223.26
Orphan Bridge Reconstruction	99372	Bridge Preservation	$20.75
Park and Ride/Transportation Demand Management Program	X28B	Travel Demand Mgmt.	$5.40
Pavement Preservation	X51	Road Preservation	$13.80
Pavement Preservation, NJTPA	X51B	Road Preservation	$147.20
Physical Plant	X29	Road Preservation	$277.50
Planning and Research	X140	Program Management	$109.04
Planning, Federal-Aid	X30	Program Management	$310.61

Program Name	DBNUM	RCIS Category	YOE Estimate (in $ millions)
Pre-Apprenticeship Training Program for Minorities and Women	X135	Program Management	$4.60
Program Implementation Costs, NJDOT	X10	Program Management	$1,182.25
Project Development: Concept Development	10344	Program Management	$53.00
PROTECT	22353	Environment and Resilience	$400.07
Rail-Highway Grade Crossing Program, Federal	X35A1	Direct Safety	$29.19
Rail-Highway Grade Crossing Program, State	X35A	Direct Safety	$38.00
Recreational Trails Program	99409	Pedestrian and Bicycle	$12.27
Regional Action Program	X144	Road Enhancement	$21.00
Restriping Program & Line Reflectivity Management System	X03A	Direct Safety	$230.00
Resurfacing Program	X03E	Road Preservation	$716.71
Resurfacing, Federal	99327A	Road Preservation	$92.00
Right of Way Full-Service Consultant Term Agreements	05340	Program Management	$3.15
Rockfall Mitigation	X152	Direct Safety	$21.60
Safe Routes to School Program	99358	Direct Safety	$75.87
Safe Routes to School program, non-infrastructure	99358B	Pedestrian and Bicycle	$10.00
Safe Streets to Transit Program	06402	Pedestrian and Bicycle	$10.00
Safety Programs	19370	Direct Safety	$297.59
Salt Storage Facilities - Statewide	13307	Road Preservation	$23.00
Sign Structure Inspection Program	X239	Road Preservation	$16.10
Sign Structure Rehabilitation/Replacement Program	X239A	ITS and Incident Management	$9.20
Sign Structure Replacement Contract 2021-2	22319	Bridge Preservation	$6.18
Signs Program, Statewide	X39	ITS and Incident Management	$33.00
Smart and Connect Corridors Program	19600	ITS and Incident Management	$55.00
Solid and Hazardous Waste Cleanup, Reduction and Disposal	X160	Road Preservation	$15.50
Specified Safety Program	23313	Direct Safety	$20.00
Staff Augmentation	X10A	Program Management	$7.20
State Police Enforcement and Safety Services	X150	Direct Safety	$202.30
Statewide Traffic Operations and Support Program	13308	ITS and Incident Management	$156.40

Program Name	DBNUM	RCIS Category	YOE Estimate (in $ millions)
Storm Water Asset Management	17353	Environment and Resilience	$37.60
Title VI and Nondiscrimination Supporting Activities	14300	Program Management	$0.85
Traffic Monitoring Systems	X66	ITS and Incident Management	$151.83
Traffic Signal Replacement	X47	ITS and Incident Management	$79.00
Training and Employee Development	X244	Program Management	$23.00
Transit Village Program	01316	Placemaking and Land Use	$10.00
Transportation Alternatives Program	X107	Placemaking and Land Use	$191.39
Transportation Management Associations	11383	Travel Demand Mgmt.	$55.00
Transportation Research Technology	X126	Program Management	$12.48
Tunnel Inspection, NTIS	23315	Bridge Preservation	$3.63
Unanticipated Design, Right of Way and Construction Expenses, State	X11	Program Management	$622.38
Utility Reconnaissance and Relocation	X182	Road Enhancement	$19.42
Vegetation Safety Management Program	19332	Direct Safety	$30.00
Youth Employment and STEM Outreach Solutions	X199	Program Management	$3.22

NJ TRANSIT

ADA--Platforms/Stations	T143	Transit Enhancement	$3.50
Bridge and Tunnel Rehabilitation	T05	Transit Preservation	$383.10
Bus Acquisition Program	T111	Transit Preservation	$1,344.90
Bus Maintenance Facilities	T93	Transit Preservation	$27.20
Bus Passenger Facilities/Park and Ride	T06	Transit Enhancement	$5.60
Bus Support Facilities and Equipment	T08	Transit Preservation	$1,052.18
Capital Program Implementation	T68	Program Management	$280.00
Casino Revenue Fund	T515	Travel Demand Mgmt.	$398.35
Claims support	T13	Transit Enhancement	$0.70
Environmental Compliance	T16	Transit Preservation	$21.00
Ferry Program	T700	Transit Enhancement	$64.78

Program Name	DBNUM	RCIS Category	YOE Estimate (in $ millions)
High Speed Track Program	T43	Transit Enhancement	$24.15
Immediate Action Program	T20	Transit Preservation	$828.55
Light Rail Infrastructure Improvements	T95	Transit Preservation	$192.75
Light Rail Infrastructure Systems and Maintenance	T2401	Transit Preservation	$96.60
Light Rail Vehicle Rolling Stock	T550	Transit Preservation	$40.20
Locomotive Overhaul	T53E	Transit Preservation	$45.08
Miscellaneous	T122	Transit Enhancement	$3.50
NEC Improvements	T44	Transit Preservation	$1,048.95
Other Rail Station/Terminal Improvements	T55	Transit Enhancement	$67.48
Physical Plant	T121	Transit Preservation	$64.40
Preventive Maintenance-Bus	T135	Transit Preservation	$737.20
Preventive Maintenance-Rail	T39	Transit Preservation	$2,114.64
Private Carrier Equipment Program	T106	Transit Preservation	$21.00
Rail Fleet Overhaul	T53G	Transit Preservation	$1,011.07
Rail Infrastructure Resiliency	T903	Environment and Resilience	$6.97
Rail Rolling Stock Procurement	T112	Transit Preservation	$2,366.66
Rail Station Resiliency	T902	Environment and Resilience	$6.97
Rail Support Facilities and Equipment	T37	Transit Preservation	$219.56
Safety Improvement Program	T509	Transit Enhancement	$6.74
Section 5310 Program	T150	Transit Enhancement	$103.07
Section 5311 Program	T151	Transit Enhancement	$60.97
Security Improvements	T508	Transit Preservation	$18.69
Signals and Communications/Electric Traction Systems	T50	Transit Preservation	$247.95
Small/Special Services Program	T120	Transit Enhancement	$9.61
Study and Development	T88	Program Management	$135.53
Technology Improvements	T500	Transit Enhancement	$106.86
Track Program	T42	Transit Preservation	$264.77
Transit Enhancements/Transp Altern Prog (TAP)/Altern Transit Improv (ATI)	T210	Transit Enhancement	$552.64

Program Name	DBNUM	RCIS Category	YOE Estimate (in $ millions)
Transit Rail Initiatives	T300	Transit Expansion	$342.77

Projects Under Study

Bus and Other Surface Transportation Planning	TN21001	Transit Expansion	
Community Services Planning and Support	TN21002	Transit Expansion	
Corridor Planning and Analysis	TN21003	Transit Enhancement	
Qualitative and Quantitative Research	TN21004	Transit Enhancement	
Rail Operations and Infrastructure Planning	TN21005	Transit Expansion	
Ridership Forecasting	TN21006	Transit Enhancement	
Stations, Access, Parking and Site Planning	TN21007	Transit Enhancement	
Trans-Hudson Planning	TN21008	Transit Expansion	
Transit-Friendly Planning Program	TN21009	Transit Enhancement	