



North Jersey Transportation Planning Authority

PROJECT PRIORITIZATION COMMITTEE

Commissioner Jason J. Sarnoski, Chair
Commissioner John W. Bartlett, Vice Chair

PLANNING AND ECONOMIC DEVELOPMENT COMMITTEE

Commissioner Michèle Delisfort, Chair
Commissioner Jack DeGroot, Vice Chair

Joint Meeting Agenda February 17, 2026 10:30 a.m. (Eastern Standard Time)

Join Zoom Meeting

<https://njtpa-org.zoom.us/j/94974946342?pwd=Whge86a0xviGAkeW3wtwy7YsOBWpNP.1>

Meeting ID: 949 7494 6342

Passcode: 682903
309 205 3325
312 626 6799

- I. Roll Call
- II. Approval of Minutes
- III. Regional Transportation Advisory Committee (RTAC) Report – Andras Holzmann, Passaic County
- IV. Presentation: Project Prioritization Scoring Process Update – Michael Grant, Vice President, ICF
- V. Action Items

Project Prioritization Committee

1. Updated Transportation Improvement Program Project Prioritization Criteria – John Witsch, Central Staff
2. Minor Amendments to the FY 2026-2029 Transportation Improvement Program to Add Federal Funds to One Program and Two Projects – John Witsch, Central Staff
 - Planning, Federal-Aid, Statewide
 - Route 1, Northbound Bridge over Raritan River, Middlesex County
 - Route 23, Route 80 and Route 46 Interchange, Passaic County

3. Minor Amendment to the FY 2026-2029 Transportation Improvement Program to Transfer NJTPA Carbon Reduction Program Funds to Small/Special Services Program for Local Mobility Initiatives Projects – Jasmine Lawrence, Central Staff
4. Modifications to the FY 2026-2029 Transportation Improvement Program to Add Federal Funds to One Program and Three Projects – John Witsch, Central Staff
 - Statewide Traffic Operations and Support Program
 - Cutters Dock Road, Bridge Over North Jersey Coast Line, Middlesex County
 - Route 18, Bridge over Conrail, Middlesex County
 - Route 23, High Crest Drive to Macopin River, Passaic County
5. Modifications to the FY 2026-2029 Transportation Improvement Program to Transfer Federal Funds from the Metropolitan Planning Program to the Transit Enhancements Program – John Witsch, Central Staff

Planning and Economic Development Committee

1. FY 2027 Unified Planning Work Program – Angellita Young, Central Staff

VI. Information Items

1. Financial Plan Update: Route 206, Doctors Way to Valley Road, and Valley Road to Brown Avenue – Vanessa Koenigkramer, Central Staff

VII. Written Items

1. NJTPA Support for Local Safety Action Plan Advancement – Lois Goldman, Central Staff
2. NJ TransAction Conference Update – Ted Ritter, Central Staff
3. Updates to NJTPA Regional Performance Measures Dashboard – Keith Miller, Central Staff

VIII. Executive Director’s Update – David Behrend, Central Staff

IX. Other Items

X. Next Meeting: April 20, 2026, 10:30 a.m.

XI. Adjournment

VII. Written Information Items

NJTPA Support for Local Safety Action Plan Advancement – Lois Goldman, Central Staff

The NJTPA issued a Request for Proposals on December 10, 2025 for the Safe Streets and Roads for All (SS4A) Advancement Program. This FY 2026-2027 consultant-supported effort will provide technical assistance to advance priorities identified in adopted Local Safety Action Plans (LSAPs) or Vision Zero Action Plans, working primarily with three to five municipalities and with at least four county Local Implementation Committees (LICs). Only counties or municipalities with adopted LSAPs or Vision Zero Action Plans will be eligible for municipal technical assistance. The consultant team will work with municipalities to create local safety plans that build on the county plans; to conduct demonstration projects; or to conduct further analysis, such as speed studies, to support safety improvements. Support for LICs will include strategic planning, including membership expansion and retention, and priority setting. The effort is anticipated to kick off early in the spring and complete in June 2027.

NJ TransAction Conference Update – Ted Ritter, Central Staff

The state’s annual transportation conference, NJ TransAction, marks its 50th anniversary this year and will be held April 14-16 at Harrah’s in Atlantic City. This conference features more than 90 sessions devoted to all facets of transportation planning, engineering, operations, projects, programs, and more. TransAction also features a large exhibit hall with many vendors and ample networking opportunities. Last year, more than 1200 (setting a record!) transportation planners, engineers, consultants, agency and government representatives, advocates, and others attended. The NJTPA is a conference sponsor, staffs a booth in the expo hall, and coordinates several sessions (often moderated by NJTPA Board members). For more information about the conference, visit www.njtransaction.com. Please contact staff if you have any questions or interest in participating.

Updates to NJTPA Regional Performance Measures Dashboard – Keith Miller, Central Staff

NJTPA staff continue to make updates to the Regional Performance Measures (dashboard, scorecard, and fact sheets).

For more information, and to get to the updated data, visit <https://njtpa.org/regional-performance-measures/>.

Most recently, updates have been made to the following performance measures:

Topic Area	Measure	Update
Access/Mobility	Percent of rail transit stations that are ADA-accessible	2024 data have been added, and data have been enhanced to allow reporting for just stations within the NJTPA Region.
Access/Mobility	Income spent on transportation	Data from the 2023-2024 Consumer Expenditure Survey for the New York MSA have been added.
Community	% jobs within ½ mile of regional transit	Data from the 2023 Longitudinal Employer Household Dynamics dataset have been added.
Economy/Land Use	Employment in major cities	Data from the 2023 Longitudinal Employer Household Dynamics dataset have been added.

As additional data becomes available, staff will be updating other measures as well. Performance measures that are anticipated to be updated shortly include:

- Access/Mobility
 - total transit ridership
 - percent of commute trips below 45 minutes
- Safety
 - all five of the safety measures
- Competitiveness
 - cargo movement at the Port of NY & NJ
- Environment
 - bad air quality days
- Community
 - percent of households within ½ mile of regional transit
- Condition
 - pavement condition
 - bridge condition
- Economy & Land Use
 - NJTPA regional GDP
- Healthy Living
 - percent of monitored waterbodies and watersheds supporting designated uses.



PLANNING AND ECONOMIC DEVELOPMENT COMMITTEE

Commissioner Jason Sarnoski – Chair
Commissioner Bette Jane Kowalski – Vice Chair

PROJECT PRIORITIZATION COMMITTEE

Commissioner Charles Kenny – Chair
Commissioner Zach Rich – Vice Chair

Joint Meeting Minutes December 15, 2025

I. Roll Call of Members

Middlesex County Commissioner Charles Kenny, Chair of the Project Prioritization Committee (PPC), called the meeting to order at 10:30 a.m. Denise Truvillion, Central Staff, called the roll. Twelve members of the PPC and 13 members of the Planning and Economic Development Committee (PEDC) were present (Attachment 1).

II. Approval of Minutes

Monmouth County moved the minutes of the October 20, 2025 joint committee meeting, Warren County seconded, and the motion carried with two abstentions from Union County and City of Newark.

III. Regional Transportation Advisory Committee (RTAC) Update

David Antonio, RTAC Chair, reported on the December 8th meeting. The meeting featured a presentation from Ryan Conklin, Warren County’s Director of Planning on the county’s Complete Streets Implementation Plan, one of the NJTPA’s recently completed subregional studies. The *Connect Warren County* plan provides the county with the necessary tools to design, maintain, and operate streets that are safe, equitable, efficient, and sustainable. The full presentation can be found [here](#).

Information items included a report on the recent activities of the state’s Transportation Management Associations, and an update on the FY 2027 Unified Planning Work Program. Written items included updates on the Vibrant Places Program, corridor identification for the upcoming Active Transportation Plan Refinement, an update on the Traffic Signal Strategic Investment Framework, and the timeline for subregional technology requests. The meeting also included the unanimous election of new RTAC leadership. Andras Holtzmann, of Passaic County, is the new RTAC Chair; and Ryan Conklin, of Warren County, will serve as Vice Chair.

IV. Presentation: Port Authority Bus Terminal Project Update

David Torres, Senior Project Manager, and Robert Gilligan, Redevelopment Operations Manager for the Port Authority of New York and New Jersey, provided an update on the Midtown Bus Terminal project. Mr. Torres noted that the terminal is a critical bi-state and international transportation hub serving commuters from New York, New Jersey, Pennsylvania, and long-distance carriers reaching Canada.

The existing 75-year-old terminal requires full replacement to meet modern standards. The new facility is designed to address capacity constraints, including a projected 40 percent increase in daily passenger volume and a 30 percent increase in rush-hour bus trips by 2040. The new main terminal between 40th and 42nd Streets will feature five levels of bus gates in a unified configuration enabled by the closure of 41st Street.

The new facility will include a central atrium, improved passenger amenities, full ADA compliance, and direct connections to the New York City Subway. The design will accommodate modern bus fleets that cannot be efficiently served by the current layout. New storage and staging facilities will provide layover space for up to 350 buses. Additional elements include temporary passenger facilities that will later be converted into 3.5 acres of public open space and two private development towers intended to help fund the project.

The first phase is underway and expected to continue through 2027. The storage facility and ramp structure are scheduled for completion by 2030. Once operational, all bus services will shift to a temporary terminal to allow for demolition and reconstruction of the main terminal. The new main facility is scheduled to open in 2035.

Mr. Gilligan described operational challenges anticipated during the transition period. Gate capacity will be reduced from 187 loading positions to approximately 130. During Phase Two, relocation to the temporary terminal will require adjustments for carriers and passengers. Commuters will need to walk an additional city block to reach the 9th Avenue entrance, and some passenger services will operate on outdoor deck-overs, exposing customers to weather conditions.

The loss of all on-site bus parking in Manhattan during the four-year construction period, including the closure of surface lots and the decommissioning of internal terminal parking, will eliminate space for approximately 300 buses. Carriers will be required to circulate on city streets or return to New Jersey garages between peak periods, increasing Lincoln Tunnel congestion during the evening rush hour, reducing service reliability, and lengthening overall travel times.

Additional questions and answers related to the presentation can be found on the meeting recording located here. The full presentation can be found [here](#).

V. Action Items

Project Prioritization Committee

Commissioner Kenny called on NJTPA Central Staff members to present the PPC action items.

1. Minor Amendment to the FY 2026-2029 TIP to Add the Broad Street Bridge Over Dorotockeys Run Tributary Project in Bergen County

John Witsch said the borough of Norwood has requested this addition. This project involves the replacement of the Broad Street Bridge with a precast concrete culvert programmed with

\$800,000 of Congressionally designated funds for preliminary engineering in FY 2026 through a Federal Highway Administration (FHWA) community project fund.

FHWA requires that this project be included in the TIP to complete the funding authorization process for the Borough of Norwood. Once authorized, design work, land use permitting, soil conservation, district certifications, and public meeting coordination can be completed.

[A summary of the action items is included in the agenda package for the Joint Committee meeting on page 10 [here.](#)]

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

2. Approval of the Memorandum of Understanding on Procedures to Revise the TIP and STIP

Vanessa Koenigkramer said this request is to approve the Memorandum of Understanding on Procedures to Revise the TIP and the statewide STIP.

The current MOU was executed in 2012 among the state's three metropolitan planning organizations (MPOs), New Jersey Department of Transportation (NJDOT) and NJ TRANSIT. Revisions were necessary to align with surface transportation bill guidelines including those outlined in the Infrastructure Investment and Jobs Act (IIJA). Additionally, inflation and escalating material, labor, and equipment costs need to be accounted for.

Ms. Koenigkramer said the proposed procedures maintain the same classifications for TIP amendments and modifications. Noteworthy changes include updating regulatory references, adding new definitions, and providing more details on existing ones. This revision also includes a provision to address increases in competitive grants in the IIJA. There are also changes to monetary thresholds for informational, administrative, and committee modifications, as well as minor amendments. These thresholds now consider the overall estimated costs of the construction project so that increases are scrutinized relative to the total size of the project. The summary document has been provided in the agenda package, as well as the MOU, which is currently under legal review.

[A summary of the action items is included in the agenda package for the Joint Committee meeting on page 16 [here.](#)]

Passaic County moved the item, Hunterdon County seconded, and it carried unanimously.

3. Approval of the FY 2026 Local Concept Development Projects

Sarbjit Kahlon presented four proposed Local Concept Development (LCD) studies to the committee for consideration. LCD is the first phase of work for the Local Capital Project Delivery Program. The LCD phase involves drafting a defined purpose and needs statement, focusing on the primary transportation need to be addressed. During this initial phase, project sponsors will identify and compare reasonable alternatives and strategies that address the needs and select a preliminary preferred alternative to advance preliminary engineering.

Ms. Kahlon said the NJTPA received eight applications, which were reviewed by a Technical Review Committee (TRC). The TRC recommended the following four projects:

- Passaic Street Bridge, a bi-county structure in the cities of Garfield and Passaic, being led by Bergen County in partnership with Bergen County.
- Jackson Street Bridge, a bi-county structure in the City of Newark and Township of Harrison, being led by Essex County in partnership with Hudson County.

- Retaining Wall and Slope Stabilization along County Routes 505 and 693 in the towns of Weehawken, Guttenberg, and North Bergen, being led by Hudson County.
- Brick Boulevard (CR 631) & Hooper Avenue (CR 11), Brick Boulevard & Chambers Bridge Road (CR 549) Intersection and Corridor Safety in Brick Township, being led by Ocean County.

[A summary of the action items is included in the agenda package for the Joint Committee meeting on page 39 [here.](#)]

The Citizens Representative moved the item, Monmouth County seconded, and it carried unanimously.

4. Approval of the FY 2026 Subregional Safety Improvement Program

Christine Mittman said over the past 20 years, the NJTPA Board of Trustees has approved more than \$400 million for safety projects on county and local roads through the Local Safety and High Risk Rural Roads Programs. These programs have used Highway Safety Improvement Program funding from FHWA.

In 2024, NJTPA solicited applications for these statewide programs, but during the project selection process, FHWA paused these programs for reassessment and revision to ensure compliance with current federal guidelines and executive orders.

To help advance these important subregional safety improvements during this reassessment period, Ms. Mittman said staff is recommending using Surface Transportation Planning Block Grant funds for 12 projects. This action item recommends allocating \$156 million for construction and construction inspection, and \$15 million for design for these projects throughout our region.

Ms. Mittman said together these projects will make substantial safety improvements to eight corridors and 210 intersections. In addition, two modern roundabouts will be constructed along high risk rural roads in Monmouth County.

[A summary of the action items is included in the agenda package for the Joint Committee meeting on page 43 [here.](#)]

Sussex County moved the item, NJ TRANSIT seconded, and it carried unanimously.

Planning and Economic Development Committee

Commissioner Kenny called on NJTPA Central Staff members to present the two PEDC action items.

1. Approval of Memorandum of Understanding between the Delaware Valley Regional Planning Commission (DRVPC) and NJTPA on Metropolitan Planning Organization Boundaries and Coordination

Elizabeth Johnson said an updated MOU between the NJTPA and the DRVPC, the designated MPO for the Greater Philadelphia Region, is required by federal law whenever urbanized areas cross MPO boundaries. This update reflects changes from the 2020 Census to clarify transportation planning and programming responsibilities for shared urban areas, including Trenton, Lambertville, and the New York- Jersey City-Newark urban areas.

Ms. Johnson said this update outlines how NJTPA will coordinate long-range plans, TIP updates, modeling, and funding decisions to ensure compliance and seamless collaboration. Approval of this action authorizes the Chair to execute the MOU, maintaining clear rules and meeting federal requirements.

Kamal Saleh, Union County, asked if there were any changes to the boundaries. Ms. Johnson said there is a change to the Lambertville urban area, which is cut off from the Philadelphia region. This was originally a small section and is now separate. There is no change in coordination with the area that crosses Bucks County, Pennsylvania and Lambertville in Hunterdon County.

Trevor Howard, City of Newark, asked if Lambertville was out of the DVRPC region. Ms. Johnson said that Lambertville is now a separate region that is still included in the MOU and has a different designation for the urban area that crosses into Hunterdon County. She also mentioned that the full MOU is attached and includes a copy of the map that depicts all three regions in the agenda package.

[A summary of the action items is included in the agenda package for the Joint Committee meeting on page 48 [here](#).]

Essex County moved the item, Ocean County seconded, and it carried unanimously.

2. Adoption of NJTPA Specific Roadway Safety Performance Measure Targets for 2026

Keith Miller presented an overview of the five federal roadway safety performance measures, which include the number and rate of fatalities and serious injuries, as well as a combined measure for non-motorized fatalities and serious injuries. FHWA requires state departments of transportation and MPOs to collect and report on performance data for safety targets related to fatalities and serious injuries. The New Jersey Department of Transportation submitted its annual targets to FHWA in August and the NJTPA has 180 days to support those targets or adopt its own.

NJTPA has set its own regional targets since 2022 and the current targets reflect five-year averages for the 2022–2026 period, compared against a 2020–2024 baseline.

Mr. Miller reported that all regional targets for the current cycle are below their respective baseline values and support the long-term objective, outlined in *Connecting Communities*, of eliminating fatalities and serious injuries by 2050. Preliminary 2025 data is encouraging, though post-pandemic increases in incidents remain a concern, particularly for vulnerable non-motorized road users, he said.

[A summary of the action items is included in the agenda package for the Joint Committee meeting on page 57 [here](#).]

Morris County moved the item, the Governor’s Authorities Unit seconded, and it carried unanimously.

VI. Information Items

Commissioner Kenny introduced Angellita Young, Central Staff, to present the information item.

FY 2027 Unified Planning Work Program

Ms. Young provided a progress update on development of the FY 2027 Unified Planning Work Program (UPWP). The draft was submitted to the New Jersey Department of Transportation and posted on the NJTPA website on December 4. The NJTPA Board and RTAC were notified, and comments must be submitted by January 9 to be incorporated into the final draft.

Ms. Young said the Planning and Economic Development Committee will consider the FY 2027 UPWP at its February meeting, and if approved, it would go before the Board in March.

The UPWP is organized into four chapters addressing Central Staff activities, subregional pass-through programs, the Transportation Management Association Program, and other regional initiatives.

Proposed FY 2027 Central Staff activities include a grant management training program and a pilot project for traffic signal asset management in selected subregions. Environmental and sustainability efforts will continue through partnerships with Rutgers University and NJIT, with a focus on the Vibrant Communities Initiative and planning activities around a rail station access project in Newark's Dayton neighborhood.

Ms. Young reported that Freight Planning will undertake a new study on the impacts of e-commerce deliveries, while Capital Programming will begin development of the FY 2028–2031 Transportation Improvement Program. The Communications Department plans to launch a new podcast to strengthen regional engagement and highlight NJTPA planning milestones.

Pass-through programs in Chapters 2 and 3 will emphasize implementation of *Connecting Communities: The NJTPA Long Range Transportation Plan*. New subregional requirements include development of a zoning atlas and coordinated software purchases to maximize shared resources. Two new Subregional Studies Program initiatives are proposed: a school zone safety study in Hudson County and a Coordinated Human Services Transportation Plan in Monmouth County.

Ms. Young encouraged the committee members to review the PowerPoint that was emailed and offered to meet with anyone seeking additional information. The presentation can be found [here](#).

VII. Executive Director's Update

NJTPA Executive Director David Behrend provided an update on the federal transportation reauthorization process, highlighting the scheduled expiration of the Infrastructure Investment and Jobs Act on September 30, 2026. Absent enactment of a new bill by that date, a continuing resolution would be required to maintain current funding levels. The Chair of the House Transportation and Infrastructure Committee is targeting passage this spring, ahead of the 2026 midterm elections.

Mr. Behrend noted that proposed legislation is expected to resemble a traditional highway bill and may include new fees on hybrid and electric vehicles to bolster the Highway Trust Fund. While a funding increase comparable to the IJA is unlikely, bipartisan support exists for maintaining or expanding local MPO oversight. Advocacy groups, including the Association of Metropolitan Planning Organizations, are prioritizing increased Metropolitan Planning funding and a stronger MPO role in bridge and safety program suballocations.

Mr. Behrend noted that AMPO presented at the recent Metropolitan Area Planning (MAP) Forum annual meeting, hosted by the NJTPA, and encouraged Board and committee members to review the presentation slides online and to contact staff for district-specific data to support engagement with members of Congress. Mr. Behrend thanked the Board and staff for a productive 2025 and wished everyone a great New Year.

VIII. Other Items

Commissioner Kenny reminded attendees that the Freight Initiatives Committee meeting will be held in the afternoon, thanked everyone for their participation, for another productive year, and wished everyone a healthy and happy New Year.

There were no other items to discuss.

IX. Next Meeting

February 17, 2026, at 10:30 a.m. (Virtual)

X. Adjournment

At 11:48 a.m., Morris County made a motion to adjourn, City of Newark seconded, and it carried unanimously.

**JOINT COMMITTEE MEETING
ATTENDANCE
December 15, 2025**

Project Prioritization Committee Members	
Anthony Iacono	Bergen County
Katherine Fullerton	Hunterdon County
Hon. Charles Kenny, Chair	Middlesex County
Michael Nei	Monmouth County
Andras Holzmann	Passaic County
Hon. Jack DeGroot	Sussex County
Amy Polachak	NJDOT
Mark Jehnke	Ocean County
Dorian Smith	Governor's Authorities Unit
Nathan Chadwick	NJ TRANSIT
Ryan Conklin	Warren County
Charles Burton	Citizens Representative
Planning and Economic Development Committee Members	
David Antonio	Essex County
Mark Jehnke	Ocean County
Jonathan Eagle	Somerset County
Dorian Smith	Governor's Authorities Unit
Ryan Conklin	Warren County
Kamal Saleh	Union County
Hon. Stephen Shaw	Morris County
Trevor Howard	City of Newark
Elias Guseman	City of Jersey City
Amy Polachak	NJDOT
Nathan Chadwick	NJ TRANSIT
Jay Shuffield	PANYNJ
Charles Burton	Citizens Representative
Other Attendees	
Various members of Central Staff	NJTPA
Aman Patel	
Antonio Scanziani	
Alan Hunt Bob Hornby	Hunterdon County
Denise Nickel Vijayant Rajvanshi	Middlesex County
Jack Kanarek	Dewberry
Joseph Baladi	Bergen County
John Hayes	Morris County
Mark Cassel	Bowman
Meghna Hari	
Zach McCue	
Sydney Chan	
Dolores M. Wooden	City of Newark
Tanner Thul	Hudson County

Gregory Smith	
Tom Drabic	Sussex County
Chad Serpa David Torres Leilani Irvin Robert Gilligan	PANYNJ

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Summary of Action

Approval of Updated Transportation Improvement Program Project Prioritization Criteria

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

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

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

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

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

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

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

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

NJTPA Transportation Improvement Program Project Prioritization Criteria

January 2026

Overview

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

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

Local Highway & Bridge Projects (Max 1000 points)

Safety (Max 280 points)

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

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

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

0% - Project does not address safety (0)

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

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

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

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

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

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

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

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

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

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

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

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

State of Good Repair (Max 218 points)

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

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

For projects that replace or improve pavements:

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

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

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

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

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

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

For projects that replace or improve bridges:

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

Land Use Coordination and Vibrant Communities (Max 138 points)

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

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

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

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

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

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

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

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

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

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

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

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

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

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

NJTPA TIP Project Prioritization Criteria – Local Highway & Bridge Projects

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

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

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

Resilience and Environment (Max 118 points)

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

0% - Project would not enhance reliability (0)

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

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

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

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

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

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

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

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

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

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

0% - Project does not enhance connectivity (0)

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

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

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

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

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

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

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

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

This criterion assesses whether the project improves freight reliability movement.

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

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

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

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

Economic Competitiveness (Max 78 points)

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

NJTPA TIP Project Prioritization Criteria – Local Highway & Bridge Projects

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

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

Opportunities for All (Max 54 points)

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

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

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

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

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

0% - Project would not reduce barriers (0)

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

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

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

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

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

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

State Highway & Bridge Projects (Max 1000 points)

Safety (Max 280 points)

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

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

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

0% - Project does not address safety (0)

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

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

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

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

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

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

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

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

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

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

State of Good Repair (Max 218 points)

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

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

For projects that replace or improve pavements:

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

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

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

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

For projects that replace or improve bridges:

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

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

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

For highway projects:

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

For bridge projects:

Continuous: Deck area of bridge receiving a preventive maintenance treatment

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

Land Use Coordination and Vibrant Communities (Max 138 points)

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

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

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

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

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

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

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

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

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

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

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

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

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

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

NJTPA TIP Project Prioritization Criteria – State Highway & Bridge Projects

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

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

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

Resilience and Environment (Max 118 points)

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

0% - Project does not enhance connectivity (0)

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

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

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

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

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

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

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

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

This criterion assesses whether the project improves freight reliability movement.

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

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

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

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

Economic Competitiveness (Max 78 points)

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

NJTPA TIP Project Prioritization Criteria – State Highway & Bridge Projects

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

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

Opportunities for All (Max 54 points)

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

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

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

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

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

0% - Project would not reduce barriers (0)

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

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

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

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

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

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

Transit Projects (Max 1000 points)

Safety (Max 280 points)

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

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

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

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

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

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

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

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

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

0% - Project does not address safety (0)

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

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

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

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

State of Good Repair (Max 218 points)

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

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

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

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

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

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

Land Use Coordination and Vibrant Communities (Max 138 points)

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

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

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

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

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

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

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

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

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

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

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

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

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

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

NJTPA TIP Project Prioritization Criteria – Transit Projects

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

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

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

Resilience and Environment (Max 118 points)

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

0% - Project does not enhance connectivity (0)

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

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

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

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

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

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

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

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

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

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

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

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

Economic Competitiveness (Max 78 points)

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

NJTPA TIP Project Prioritization Criteria – Transit Projects

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

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

Opportunities for All (Max 54 points)

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

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

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

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

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

0% - Project would not reduce barriers (0)

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

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

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

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

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

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

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

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

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

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

WHEREAS, the TIP may be revised any time; and

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

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

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

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

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

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

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

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

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

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

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

Summary of Action

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

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

Minor Amendments:

- **Planning, Federal-Aid, Statewide – DBNUM X30**

This request is to add \$19.300 million of State Planning & Research (SPR) funds for Planning Studies (PLS) in Federal Fiscal Year (FFY) 2026, increasing the total to \$39.300 million. This increase is necessary to provide \$15 million in support for the Year 2 authorization of the CY 2025-2026 SPR/Management Systems Work Program and \$4.300 million for the Year 2 authorization of the FHWA SPR Program.

- **Route 1, NB Bridge over Raritan River, Middlesex County – DBNUM 15303**

This request is to add \$ 27 million of Bridge Formula Program funding for Construction (CON) in FFY 2026, increasing the total to \$175 million. This action is necessary to cover a cost estimate increase due to inflation as well as provide support for concrete inspection services for the repair of arch ribs and piers, and two full-time engineers on site during the repair phases of the substructure. The repair work will take place in two stages and last approximately two years total.

- **Route 23, Route 80 and Route 46 Interchange, Passaic County – DBNUM 9233B6**

This request is to add \$47.480 million in Surface Transportation Block Grant Program-Flexible (STBGP-FLEX) funds for CON in FFY 2026, increasing the total to \$131.680 million. This increase is necessary to cover the costs indicated in the financial plan, including the replacement of parapets and decking on the Route 80 eastbound bridge over the Passaic River, upgrades to the barriers along Ramp CD, and unit price adjustments.

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

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

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

Staff Recommendation: Central Staff recommends approval of this action.

NJTPA TIP FY 2026 - 2029 Revision Package ID # 26003

Planning, Federal-Aid

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

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

Requested TIP Revision

Action Taken

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

Reason for Change

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

Fiscal Constraint

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

Current TIP

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

Pending TIP

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

NJTPA TIP FY 2026 - 2029 Revision Package ID # 26003

Route 1, NB Bridge over Raritan River

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

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

Requested TIP Revision

Action Taken

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

Reason for Change

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

Fiscal Constraint

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

Current TIP

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

Pending TIP

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



ROUTE 23, ROUTE 80 AND ROUTE 46 INTERCHANGE

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

INITIAL FINANCIAL PLAN

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

January 2026

Route 23, Route 80, and Route 46 Interchange

Initial Financial Plan

LETTER OF CERTIFICATION

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

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

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

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

Respectfully submitted:

Parth Oza, P.E.

Assistant Commissioner
Capital Program Management

Date

Eric Powers, AICP, PP

Assistant Commissioner
Statewide Planning, Safety and Capital Investment

Date

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Summary

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

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

Route 80

M.P. 52.53 to M.P. 54.57

Route 23

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

Route 46

M.P. 55.92 to M.P. 56.33

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

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

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

1) Background

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

2) Project Cost Estimate

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

3) Project Schedule

- Presents the project's Implementation Schedule

4) Project Financing

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

5) Public Private Partnership Assessment

6) Risk Identification and Mitigation Factors

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

7) Annual Updates

- Provides anticipated approach and schedule for annual updates

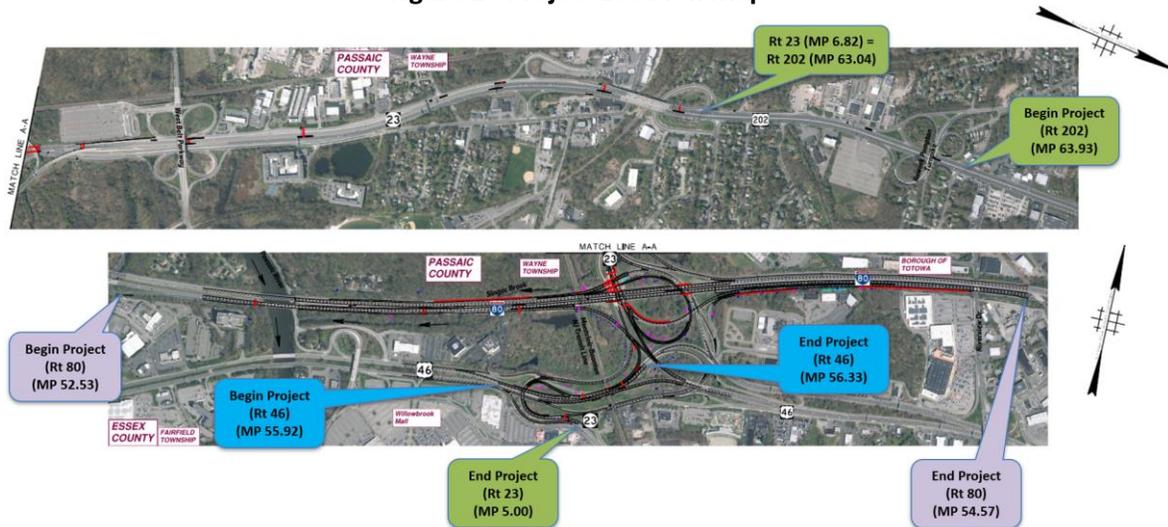
In accordance with FHWA guidelines, this initial Financial Plan establishes the base line cost and schedule to which all future Financial Plan updates will be compared. This plan demonstrates and outlines the Department's commitment to sound financial planning and providing the resources needed to complete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

1.0 BACKGROUND

1.1. Project Description

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

Figure 1 - Project Location Map



The project proposes four main improvements:

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

1.2. Project History

Feasibility Assessment/Concept Development

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

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

The following four improvements were evaluated in the CD Report.

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

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

Preliminary Engineering

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

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

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

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

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

Final Design

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

Environmental

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

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

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

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

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

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

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

Anticipated environmental permits are listed in Table 1.

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

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

Concurrent Projects

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

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

1.3. Current Project Activities

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

Final Design Phase

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

Environmental Permits

The environmental permit applications have been submitted as summarized below.

Table 1 - Environmental Permit Status

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

Right-of-Way Acquisition

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

Table 2 – ROW Parcel List

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

Utility Relocation Agreements

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

Table 3 - Utility Relocation Summary

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

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

Community Involvement

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

Concept Development Phase

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

Preliminary Engineering Phase

- Local Officials Briefing – May 13, 2021

Final Design Phase

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

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

Construction Phase

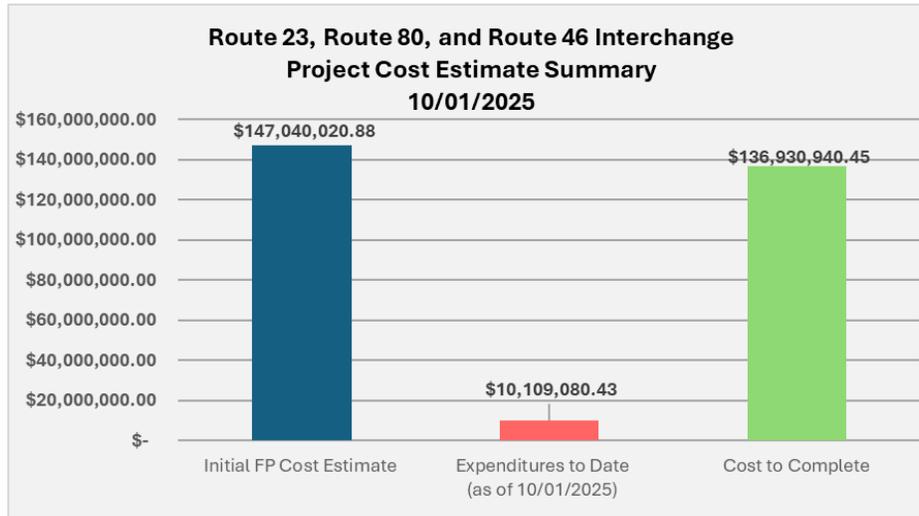
Construction of the project is expected to begin in September 2026. It is anticipated that construction will be substantially complete in September 2030. Final completion of construction is anticipated for April 2031.

2. Project Cost Estimate

2.1 Project Cost Estimate

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

Figure 2 - Cost Estimate Summary



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

Table 4 - Cost Distribution

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

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

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

2.2 Methodology and Assumptions

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

Preliminary Engineering

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

Final Design

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

Right-of-Way Acquisition

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

Construction Cost

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

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

Utility Relocations

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

Construction Engineering (CE) Support Services

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

Construction Inspection (CI)

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

Construction Contingencies

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

2.3 Cost Containment Strategies

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

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

3. Project Schedule

3.1 Project Implementation Schedule

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

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

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

Figure 3 - Project Milestones

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

3.2 Project Implementation Schedule Breakdown

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

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

4. Project Financing

4.1 Overall Financial Plan

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

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

4.2 Forecasting Project Cost Compared to Allocations by Fiscal Year

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

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

Figure 4 - Projected Project Expenditures

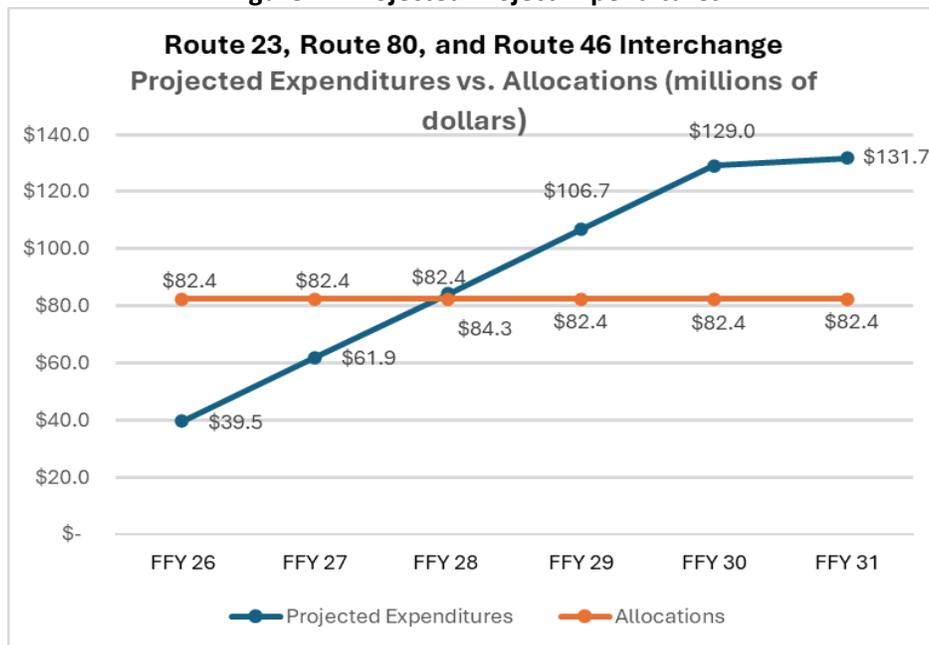


Table 5 - Cash Flow Tables

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

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

4.3 Financing the Project

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

5. Public Private Partnership Assessment

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

6. Risk Identification and Mitigation Factors

6.1 Risk Factors

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

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

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

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

6.2 Cost Increase Risks

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

Risk of receiving high bids:

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

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

Risk that unanticipated site conditions will increase project cost:

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

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

Risk that unanticipated fuel price increases will increase project cost:

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

6.3 Revenue Sufficiency Risks

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

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

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

7. Annual Updates

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

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

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

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

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

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

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

WHEREAS, as directed by the Infrastructure Investment and Jobs Act (IIJA), New Jersey receives federal Carbon Reduction Program funds to advance projects designed to reduce transportation emissions, defined as carbon dioxide (CO₂) emissions from on-road highway sources; and

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

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

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

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

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

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

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

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

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

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

Summary of Action

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

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

Minor Amendments:

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

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

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

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

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

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

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

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

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

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

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

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

Staff Recommendation: Central Staff recommends approval of this item.

NJTPA TIP FY 2026 - 2029 Revision Package ID # 26006

NJTPA Carbon Reduction Program

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

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

Requested TIP Revision

Action Taken

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

Reason for Change

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

Fiscal Constraint

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

Current TIP

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

Pending TIP

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

NJTPA TIP FY 2026 - 2029 Revision Package ID # 26006

Small/Special Services Program

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

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

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

Requested TIP Revision

Action Taken

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

Reason for Change

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

Fiscal Constraint

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

Current TIP

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

Pending TIP

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

Summary of Action

Modifications to the FY 2026-2029 Transportation Improvement Program to Add Federal Funds to One Program and Three Projects

Action: Approval of a request from the New Jersey Department of Transportation (NJDOT) to revise the FY 2026-2029 Transportation Improvement Program (TIP) to add federal funds to one program and three projects.

Modifications:

- **Statewide Traffic Operations and Support Program, *Statewide* - DBNUM 13308**
This request is to add \$14.3 million of NHPP funds for Engineering and Construction (EC) in Federal Fiscal Year (FFY) 2026, increasing the total to \$31.3 million. This action is necessary to provide \$2 million for Mobility Operations North (Traffic Operations North) 2026, \$5 million for Safety Service Patrol (South) 2026, \$5 million for Mobility Operations South (Traffic Operations South) 2026, and \$2.3 million for the Incident Management Response Team (IMRT) - NJDOT, 2026 Work Program.
- **Cutters Dock Road, Bridge Over North Jersey Coast Line, *Middlesex County* - DBNUM 24342**
This request is to add \$6.5 million in Bridge Formula Program (BFP) funds for Right-of-Way (ROW) in FFY 2026, increasing the total to \$7.5 million. This action is necessary to cover a cost increase attributable to the full acquisition of residential property required to complete the project as well as related relocation services.
- **Route 18, Bridge over Conrail, *Middlesex County* - DBNUM 16352**
This request is to add \$8.65 million of BFP funds for Construction (CON) in FFY 2026, increasing the total to \$29.5 million. This action is necessary to cover a construction cost increase due to a new structural design, rising unit prices for key materials (such as steel and asphalt), expanded utility relocation needs, and additional elements (such as landscape plans and construction access roads) included in the final design phase. Additionally, the previous construction engineering and construction inspection cost was underestimated.
- **Route 23, High Crest Drive to Macopin River, *Passaic County* – DBNUM 11424A**
This request is to add \$13.2 million in NHPP funds for CON in FFY 2026, increasing the total to \$38.2 million. This action is necessary to cover cost increases due to a change in the limits of the High Friction Surface Course (HFSC) to include the entire project limits. Additionally, the wall type at U-Turn #2 was revised to a soldier pile wall with barrier and a moment slab on top. To meet stormwater requirements, a new landscape retaining wall is required to get the necessary volume in an infield stormwater basin. All unit costs for items in the contract increased due to inflation that has occurred since the original cost estimate.

Background: According to the *Memorandum of Understanding for Statewide Procedures for TIP/STIP Revisions between the NJTPA, NJDOT and NJ TRANSIT* (MOU), when federal funds at a specified threshold are added to a project or program, the request requires action by the NJTPA Project Prioritization Committee, with no further action required by the full Board of Trustees. The requested revisions fall within the MOU guidelines and specified threshold to be approved by the Project Prioritization Committee.

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

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

Staff Recommendation: Central Staff recommends approval of this action.

NJTPA TIP FY 2026 - 2029 Revision Package ID # 26002

Statewide Traffic Operations and Support Program

This comprehensive Statewide Traffic Operations and support strategies program focuses on reducing non-recurring delays due to incidents, work zones, weather emergencies, poor signal timings, special events, etc. The program includes a Statewide Traffic Management Center (STMC), a Traffic Operations Center South (TOCS), a Safety Service Patrol (SSP), a NJDOT/NJSP Traffic Incident Management (TIM) Unit and a Central Dispatch Unit (CDU). The 24/7 Statewide Traffic Management Center (STMC) serves three primary functions: (1) It is the Traffic Operations Center (TOC) for the northern half of the state, (2) It provides for evening/weekend/holiday operations coverage for the entire state and (3) NJDOT is co-located with the New Jersey State Police and the New Jersey Turnpike Authority at the STMC to provide for a coordinated approach to handling traffic operations statewide. The 16/5 Traffic Operations Center South (TOCS) is responsible for coverage for the southern half of the state and monitors the Route 29 tunnel. The STMC handles coverage for TOCS during week nights (after 8:30 pm) and on weekends and holidays. The Safety Service Patrol (SSP) is deployed on congested corridors statewide to rapidly detect and clear incidents by providing safety for first responders and motorists. SSP also provides emergency assistance to disabled motorists. The 24/7 Central Dispatch Unit (CDU) is NJDOT's Emergency Call Center. The Traffic Incident Management (TIM) program is aimed at reducing delays due to traffic incidents. It provides for: (1) equipment and training for NJDOT's Incident Management Response Team (IMRT); (2) training and outreach for county and local emergency responders on methods to reduce traffic delays caused by incidents; (3) developing, printing and distributing diversion route manuals; (4) developing partnerships and outreach with local and state law enforcement organizations; and (5) maintaining a State Police Traffic Incident Management Unit.

DBNUM: 13308 **AQ Code:** Not Applicable **Est. Total Project Cost:** \$156.400 (Million) **Sponsor:** NJDOT
Routes: **Mileposts:** N/A **RCIS:** ITS and Incident Management
County: Various **Municipality:** Various

Requested TIP Revision

Action Taken

This request is to add \$14.300 million of National Highway Performance Program (NHPP) funds for Engineering and Construction (EC) in Federal Fiscal Year (FFY) 2026, increasing the total to \$31.300 million.

Reason for Change

This action is necessary to provide \$2 million for Mobility Operations North (Traffic Operations North), \$5 million for Safety Service Patrol (South), \$5 million for Mobility Operations South (Traffic Operations South), and \$2.3 million for the Incident Management Response Team (IMRT) - 2026 Work Program.

Fiscal Constraint

Fiscal constraint is maintained by adding funds from prior year unobligated balances.

Current TIP

MPO	PHASE	FUND	Constrained TIP				Total	Unconstrained 2030-2035
			2026	2027	2028	2029		
Statewide	EC	NHPP	17.000	17.000	17.000	17.000	68.000	88.400
TOTAL (\$ million)			17.000	17.000	17.000	17.000	68.000	88.400

Pending TIP

MPO	PHASE	FUND	Constrained TIP				Total	Unconstrained 2030-2035
			2026	2027	2028	2029		
Statewide	EC	NHPP	31.300	17.000	17.000	17.000	82.300	88.400
TOTAL (\$ million)			31.300	17.000	17.000	17.000	82.300	88.400

NJTPA TIP FY 2026 - 2029 Revision Package ID # 26002

Cutters Dock Road, Bridge Over North Jersey Coast Line

Initiated from the Bridge Management System, this project will replace the structurally deficient bridge built in 1927 and modified in 1965.

DBNUM: 24342 **AQ Code:** S19 (Exempt) **Est. Total Project Cost:** \$15.750 (Million) **Sponsor:** *NJDOT*
Routes: **Mileposts:** 0.20 **RCIS:** Bridge Preservation
County: Middlesex **Municipality:** Woodbridge Township

Requested TIP Revision

Action Taken

This request is to add \$6.500 million in Bridge Formula Program (BFP) funds for Right-of-Way (ROW) in FFY 2026, increasing the total to \$7.500 million.

Reason for Change

This action is necessary to cover a cost increase attributable to the full acquisition of residential property required to complete the project as well as related relocation services.

Fiscal Constraint

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

Current TIP

MPO	PHASE	FUND	Constrained TIP				Total	Unconstrained
			2026	2027	2028	2029		2030-2035
NJTPA	DES	STATE	2.250				2.250	
NJTPA	ROW	BFP	1.000				1.000	
NJTPA	CON	STBGP-FLEX				12.500	12.500	
TOTAL (\$ million)			3.250			12.500	15.750	

Pending TIP

MPO	PHASE	FUND	Constrained TIP				Total	Unconstrained
			2026	2027	2028	2029		2030-2035
NJTPA	DES	STATE	2.250				2.250	
NJTPA	ROW	BFP	7.500				7.500	
NJTPA	CON	STBGP-FLEX				12.500	12.500	
TOTAL (\$ million)			9.750			12.500	22.250	

NJTPA TIP FY 2026 - 2029 Revision Package ID # 26002

Route 18 NB, Bridge over Conrail

Initiated by the Bridge Management System, this project will replace the bridge, built in 1931.

DBNUM: 16352 **AQ Code:** S19 (Exempt) **Est. Total Project Cost:** \$20.850 (Million) **Sponsor:** *NJDOT*
Routes: 18 **Mileposts:** 37.46 **RCIS:** Bridge Preservation
County: Middlesex **Municipality:** East Brunswick Twp

Requested TIP Revision

Action Taken

This request is to add \$8.650 million of BFP funds for CON in FFY 2026, increasing the total to \$29.500 million.

Reason for Change

This action is necessary to cover a construction cost increase due to a new structural design, rising unit prices for key materials (such as steel and asphalt), expanded utility relocation needs, and additional elements (such as landscape plans and construction access roads) included in the final design phase. Additionally, the previous construction engineering and construction inspection cost was underestimated.

Fiscal Constraint

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

Current TIP

MPO	PHASE	FUND	Constrained TIP				Total	Unconstrained
			2026	2027	2028	2029		2030-2035
NJTPA	CON	BFP	20.850				20.850	
TOTAL (\$ million)			20.850				20.850	

Pending TIP

MPO	PHASE	FUND	Constrained TIP				Total	Unconstrained
			2026	2027	2028	2029		2030-2035
NJTPA	CON	BFP	29.500				29.500	
TOTAL (\$ million)			29.500				29.500	

NJTPA TIP FY 2026 - 2029 Revision Package ID # 26002

Route 23, High Crest Drive to Macopin River

Initiated from the Pavement Management System, this project will resurface within the project limits and reconstruct the Northbound shoulder. Safety concerns raised by local officials (known as the "S" curves) will be evaluated.

DBNUM: 11424A **AQ Code:** S4, S10 (Exempt) **Est. Total Project Cost:** \$44.623 (Million) **Sponsor:** *NJDOT*
Routes: 23 **Mileposts:** 17.2 - 19.8 **RCIS:** Road Preservation
County: Passaic **Municipality:** West Milford Twp

Requested TIP Revision

Action Taken

This request is to add \$13.200 million in NHPP funds for CON in FFY 2026, increasing the total to \$38.200 million.

Reason for Change

This action is necessary to cover cost increases due to a change in the limits of the High Friction Surface Course (HFSC) to include the entire project limits. Additionally, the wall type at U-Turn #2 was revised to a soldier pile wall with barrier and a moment slab on top. To meet stormwater requirements, a new landscape retaining wall is required to get the necessary volume in an infield stormwater basin. All unit costs for items in the contract increased due to inflation that has occurred since the original cost estimate.

Fiscal Constraint

Fiscal constraint is maintained by adding funds from prior year unobligated balances.

Current TIP

MPO	PHASE	FUND	Constrained TIP				Total	Unconstrained 2030-2035
			2026	2027	2028	2029		
NJTPA	CON	NHPP	25.000				25.000	
TOTAL (\$ million)			25.000				25.000	

Pending TIP

MPO	PHASE	FUND	Constrained TIP				Total	Unconstrained 2030-2035
			2026	2027	2028	2029		
NJTPA	CON	NHPP	38.200				38.200	
TOTAL (\$ million)			38.200				38.200	

Summary of Action

Modifications to the FY 2026-2029 Transportation Improvement Program to Transfer Federal Funds from the Metropolitan Planning Program to the Transit Enhancements Program

Action: Approval of a request from the North Jersey Transportation Planning Authority (NJTPA) to revise the FY 2026-2029 Transportation Improvement Program (TIP) to transfer federal funds from the Metropolitan Planning program to the Transit Enhancements program, as detailed below.

Modifications:

- **Metropolitan Planning, *Regionwide* - DBNUM X30A**
This request is to remove \$1 million of Surface Transportation Block Grant Program – New York/Newark (STBGP-NY/NWK) funds for Planning Studies (PLS) in Federal Fiscal Year (FFY) 2026, decreasing the total to \$7 million. The funds will be transferred to the Transit Enhancements Program to support survey work to be conducted on the NJ TRANSIT Raritan Valley Line, Northeast Corridor, and North Jersey Coast Line.
- **Transit Enhancements/Transportation Alternatives Program (TAP)/Alternative Transit Improvements (ATI), *Statewide* - DBNUM T210**
This request is to add \$1 million of STBGP-NY/NWK funds for Engineering, Right-of-Way, and Construction (ERC) in FFY 2026. This action is necessary to support survey work as stated above.

Background: According to the *TIP Memorandum of Understanding*, when federal funds are requested to be added to project or program in the TIP above a specified threshold, and a new air quality conformity determination is not required, NJTPA Project Prioritization Committee approval is required, with no further action needed by the full Board of Trustees. The requested TIP revisions fall within the MOU guidelines to be approved by the Project Prioritization Committee.

The revisions have been reviewed by NJTPA Central Staff. Fiscal constraint is maintained through federal funds available from the NJTPA Metropolitan Planning line item. NJTPA funds are being transferred (flexed) to NJ TRANSIT to support survey work. These programs are exempt from an air quality conformity determination and do not impact the current conformity determination. Additional information is provided in the attached documents.

Justification for Action: Approval of this revision to the FY 2026-2029 TIP will allow the funds to be programmed, flexed, and the referenced programs to advance.

Staff Recommendation: Central Staff recommends approval of this action.

NJTPA TIP FY 2026 - 2029 Revision Package ID # 26005

Metropolitan Planning

NJDOT supports the federally mandated Metropolitan Planning Organization transportation planning process. New Jersey Metropolitan Planning Organizations carry out a "3C" transportation planning process whereby planning activities are conducted on a continuous basis while also providing a forum for cooperative decision making among responsible state and local officials, public and private transit operators and the general public.

DBNUM: X30A **AQ Code:** O10c (Exempt) **Est. Total Project Cost:** \$290.492 (Million) **Sponsor:** *MPO*
Routes: **Mileposts:** N/A **RCIS:** Program Management
County: Various **Municipality:** Various

Requested TIP Revision

Action Taken

This request is to remove \$1 million of Surface Transportation Block Grant Program - New York/Newark (STBGP-NY/NWK) funds for Planning Studies (PLS) in Federal Fiscal Year (FFY) 2026, decreasing the total to \$7 million.

Reason for Change

The funds will be transferred to the Transit Enhancements Program to support survey work to be conducted on the NJ TRANSIT Raritan Valley Line, Northeast Corridor, and North Jersey Coast Line.

Fiscal Constraint

Fiscal constraint is maintained through federal funds available from the NJTPA Metropolitan Planning line item.

Current TIP

MPO	PHASE	FUND	Constrained TIP				Total	Unconstrained
			2026	2027	2028	2029		2030-2035
NJTPA	PLS	PL	13.445	13.713	13.988	14.267	55.413	91.800
NJTPA	PLS	PL-FTA	5.805	5.921	6.035	6.151	23.912	39.367
NJTPA	PLS	STBGP-NY/NWK	8.000	8.000	8.000	8.000	32.000	48.000
TOTAL (\$ million)			27.250	27.634	28.023	28.418	111.325	179.167

Pending TIP

MPO	PHASE	FUND	Constrained TIP				Total	Unconstrained
			2026	2027	2028	2029		2030-2035
NJTPA	PLS	PL	13.445	13.713	13.988	14.267	55.413	91.800
NJTPA	PLS	PL-FTA	5.805	5.921	6.035	6.151	23.912	39.367
NJTPA	PLS	STBGP-NY/NWK	7.000	8.000	8.000	8.000	31.000	48.000
TOTAL (\$ million)			26.250	27.634	28.023	28.418	110.325	179.167

NJTPA TIP FY 2026 - 2029 Revision Package ID # 26005

Transit Enhancements/Transp Altern Prog (TAP)/Altern Transit Improv (ATI)

Funding is provided for projects or project elements that are designed to enhance mass transportation service or use and are physically or functionally related to transit facilities as outlined in FTA Circular 9030.1E., including funding for a Statewide Bus Signs and Shelter Maintenance Upgrade Program and historic restoration of NJ TRANSIT facilities.

\$1 million of STBGP-NY/NWK funds will be flexed from the NJTPA Metropolitan Planning Program for ERC in FFY 2026 to support survey work.

DBNUM: T210 **AQ Code:** MT8 (Exempt) **Est. Total Project Cost:** \$552.635 (Million) **Sponsor:** *NJ TRANSIT*
Routes: TRANSIT **Mileposts:** **RCIS:** Transit Enhancement
County: Various **Municipality:** Various

Requested TIP Revision

Action Taken

This request is to add \$1 million of STBGP-NY/NWK funds for Engineering, Right-of-Way, and Construction (ERC) in FFY 2026.

Reason for Change

This action is necessary to support survey work to be conducted on the NJ TRANSIT Raritan Valley Line, Northeast Corridor, and North Jersey Coast Line.

Fiscal Constraint

Fiscal constraint is maintained through federal funds available from the NJTPA Metropolitan Planning line item.

Current TIP

MPO	PHASE	FUND	Constrained TIP				Total	Unconstrained 2030-2035
			2026	2027	2028	2029		
NJTPA	ERC	SECT 5307		2.681	2.681	2.681	8.043	16.086
NJTPA	ERC	STATE		2.916	34.973	81.090	118.979	409.528
TOTAL (\$ million)				5.597	37.654	83.771	127.022	425.614

Pending TIP

MPO	PHASE	FUND	Constrained TIP				Total	Unconstrained 2030-2035
			2026	2027	2028	2029		
NJTPA	ERC	SECT 5307		2.681	2.681	2.681	8.043	16.086
NJTPA	ERC	STATE		2.916	34.973	81.090	118.979	409.528
NJTPA	ERC	STBGP-NY/NWK	1.000				1.000	
TOTAL (\$ million)			1.000	5.597	37.654	83.771	128.022	425.614