



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

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

April 20, 2026

10:30 a.m. (Eastern Standard Time)

Join Zoom Meeting

<https://njtpa-org.zoom.us/j/93262882511?pwd=9iZQqqv0AV6ItrbSdC7QtgtaQCnZYg.1>

Meeting ID: 932 6288 2511
Passcode: 734605
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- I. Roll Call
 - II. Approval of Minutes
 - III. Regional Transportation Advisory Committee (RTAC) Report – Andras Holzmann, Passaic County
 - IV. Presentation: *From Streets to Stadiums* – Jasmine Lawrence, Central Staff
 - V. Action Items

Project Prioritization Committee

1. Minor Amendment to the FY 2026-2029 Transportation Improvement Program as requested by the New Jersey Department of Transportation – Vanessa Koenigkramer, Central Staff
 - Guiderail Upgrade Program, Statewide
 - Pavement Preservation Program, Statewide
 - Pavement Preservation NJTPA Program, Regionwide

VI. Information Items

1. Competitive Grants Update – Vanessa Koenigkramer, Central Staff
 - Kings Highway Pedestrian Safety Improvements, Middletown Township
 - Route 72 Transportation & Safety Connector Project, Stafford Township
 - County Road 653/County Ave Improvements, Hudson County
2. Financial Plan Update: Route 72 Manahawkin Bay Bridges – Vanessa Koenigkramer, Central Staff

VII. Written Items

1. Transportation Clean Air Measures Solicitation – Liz DeRuchie, Central Staff
2. Coordination on CMAQ Performance Measure Target Setting for NY/NJ Urbanized Area – Keith Miller, Central Staff
3. Safe Streets and Roads for All Funding Opportunity – Lois Goldman, Central Staff

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

IX. Other Items

X. Next Meeting: June 15, 2026, 10:30 a.m.

XI. Adjournment

VII. Written Information Items

Transportation Clean Air Measures Solicitation – Liz DeRuchie, Central Staff

The NJTPA is accepting applications for [Transportation Clean Air Measures \(TCAM\) Program](#), funded through the federal Congestion Mitigation and Air Quality (CMAQ) Program. TCAM projects improve air quality and/or reduce congestion. Under federal CMAQ guidelines, eligible projects must be ready to implement, demonstrate the potential for reductions in emissions and congestion, and meet or exceed the requirements for matching funds.

New this year is a rolling admission for projects. When a public or private entity develops a project that could be eligible for CMAQ funding, they should follow the instructions in the solicitation on the NJTPA website and submit a thumbnail sketch. Central Staff will review the thumbnail sketch with subject matter experts to determine eligibility. Central Staff will work with prospective applicants to develop the best, most appropriate proposals for the program.

Coordination on CMAQ Performance Measure Target Setting for NY/NJ Urbanized Area – Keith Miller, Central Staff

January 2026 marked the beginning of the third four-year performance period (2026- 2029) for the Federal Highway Administration’s (FHWA’s) transportation performance management process. One set of national performance measures, those dealing with traffic congestion as part of the Congestion Mitigation and Air Quality Improvement (CMAQ) Program, are measured at the urbanized area (UZA) level for areas with more than 200,000 people. These measures complement other performance measures in areas of travel time reliability, emissions reduction, roadway and transit safety, and infrastructure conditions.

For this third performance period, the NJTPA planning area overlaps three UZAs. Most of the region is within the New York-Jersey City-Newark, NY-NJ (NY/NJ) UZA and small portions are in the Trenton, NJ (Trenton) and Allentown-Bethlehem, PA-NJ (Allentown) UZAs. State departments of transportation and metropolitan planning organizations are required to collaborate closely on collecting data, reporting performance to FHWA, and setting short-term (two- and four-year) targets for each UZA. These targets support agency performance-based planning and programming and must be included in documents such as the Long Range Transportation Plan and Transportation Improvement Program.

The traffic congestion measures are:

- Percent non-single occupant vehicle (non-SOV) travel
- Peak hour excessive delay (PHED) per capita

Recently, the NJTPA co-hosted a meeting for the NY/NJ UZA with the New York Metropolitan Transportation Council. Also participating were staff from the NJ Department of Transportation (NJDOT), New York State Department of Transportation, Delaware Valley Regional Planning Commission (DVRPC), and other interested agencies. Participants discussed trends and preliminary two- and four-year targets for the non-SOV performance measure. Available annual data through 2024 shows that the percent of non-SOV travel increased significantly during the COVID19 pandemic and has remained relatively steady since 2022. Transit use and work-from-home activity are primary contributors to this measure.

Future meetings will be held to finalize the non-SOV targets and discuss trends and targets for the PHED measure. In upcoming months, NJTPA staff will also be coordinating with DVRPC and NJDOT on targets for the Trenton UZA; and with DVRPC, NJDOT, Lehigh Valley Planning Commission, Reading Area Transportation Study, and Pennsylvania DOT on targets for the Allentown UZA.

The targets need to be finalized and reported to NJDOT and FHWA by October 1. They will be presented to the Planning and Economic Development Committee at its August 17 meeting.

Safe Streets and Roads for All Funding Opportunity – Lois Goldman, Central Staff

The U.S. Department of Transportation (USDOT) released a [Notice of Funding Opportunity](#) on March 27 for the FY 2026 Safe Streets and Roads for All (SS4A) competitive grant program. Submissions are due May 26 at 5 p.m.

The purpose of SS4A is to create Local Safety Action Plans, conduct supplemental planning and implement safety improvements to reduce serious injuries and crashes for all roadway users. SS4A is funded through the Infrastructure Investment and Jobs Act and FY 2026 is its final year.

As in previous years, SS4A provides up to 80 percent of funding for Planning and Demonstration activities. Nationally, almost \$688 million is available for Implementation Grants and \$306 million for Planning Grants. Counties, municipalities and the New Jersey Sports and Exposition Authority in the NJTPA region have been awarded 34 Planning Grants totaling nearly \$13 million.

For FY2026, there are several new features, most notably an emphasis by USDOT on Public Safety Infrastructure. Public Safety Infrastructure is intended to support technology, coordination, and policies to improve post-crash care, with an emphasis on emergency response.

The NJTPA can assist applicants by providing letters of support, data, and advisory support to help counties and municipalities create strong applications. For additional information or support on existing SS4A grants, contact Lois Goldman at lgoldman@njtpa.org.

PROJECT PRIORITIZATION COMMITTEE

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Commissioner John W. Bartlett – Vice Chair

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Joint Meeting Minutes February 17, 2026

I. Roll Call of Members

Warren County Commissioner Jason J. Sarnoski, Chair of the Project Prioritization Committee (PPC), called the meeting to order at 10:30 a.m. Denise Truvillion, Central Staff, called the roll and 13 members of the PPC and 12 members of the Planning and Economic Development Committee (PEDC) were present (Attachment 1).

II. Approval of Minutes

Middlesex County moved the minutes of the December 15, 2025 joint committee meeting, Monmouth seconded, and the motion carried unanimously.

III. Regional Transportation Advisory Committee (RTAC) Update

Andras Holzmann, RTAC Chair, reported on the February 9 meeting. The meeting featured a presentation on the transportation impacts of Jersey City's strong growth on the City and Hudson County. Elias Guseman from Jersey City said future growth is moving toward the West Side, Journal Square, and Bergen-Lafayette neighborhoods. Kevin Force from Hudson County noted the county is looking at a Bus Rapid Transit Study for John F. Kennedy Boulevard to improve efficiency, and he said the recent West Hudson Circulation Study showed that people want better options for getting to government services in Jersey City. Five information items included updates on the Project Prioritization Scoring Process; Complete Streets Technical Assistance Program; the Financial Plan for Route 206 from Doctors Way to Valley Road, and Valley Road to Brown Avenue; Regional electric vehicle registrations; and the state's annual transportation conference, NJ TransAction. Two additional written information items included a new consultant effort to support Local Safety Action Plan Advancement and updates to the NJTPA's Regional Performance Measures Dashboard. RTAC was also briefed on the action items before the Project Prioritization and Planning & Economic Development committees today.

IV. Presentation: Project Prioritization Scoring Process Update

Michael Grant, Vice President at ICF, gave an update on the Project Prioritization Scoring Process. He confirmed that the project has entered its final stages after beginning in mid-2024.

The process has moved from researching best practices to developing specific scoring methodologies and includes input from RTAC and various subject matter experts. The updated

scoring framework process is designed to be more transparent and web based. It categorizes projects into three distinct buckets; each scored on a 1,000-point scale:

- Local Highway and Bridge: Funded through the Local Capital Project Delivery Program.
- State Highway and Bridge: Advisory scores provided to the NJDOT.
- Transit Projects: A newly reinstated category providing advisory scores for NJ TRANSIT projects.

Mr. Grant said the scoring criteria are grouped into seven goal areas that align with *Connecting Communities: The NJTPA Long Range Transportation Plan*, adopted in September 2025.

Key takeaways included:

- Safety and System Condition: These remain the top priorities, accounting for 50 percent of the total score.
- Flexibility: While weights are generally consistent, the team moved “Public Safety and Security” under the Resilience and Environment goal following feedback.
- Methodology: The process uses 22 unique criteria. While most apply across all categories, specific factors (like transit asset condition vs. pavement condition) are tailored to the project type.

The seven goal areas include:

- Safety: Focuses on crash data, vulnerable road users (bicyclists/pedestrians), and safe systems features.
- State of Good Repair: Primarily addresses infrastructure in poor condition and preventative maintenance.
- Land Use & Vibrant Communities: Supports placemaking, transit-oriented development, and active transportation.
- Resilience & Environment: Covers flooding risk, stormwater, land stewardship, and emissions.
- System Efficiency: Focuses on travel time reliability.
- Economic Competitiveness: Prioritizes goods movement, access to economic drivers, and brownfield redevelopment.
- Opportunities for All: Focuses on removing physical barriers and providing benefits to low-income, youth, and elderly populations.

In conclusion, Mr. Grant said the project is on track for a spring rollout. A presentation to the NJTPA joint committees of the board is scheduled for next week, and board approval is scheduled for the March 2026 meeting. The final phase includes completion of the Criteria Rulebook, finalizing the web application, and providing technical training for users.

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

1. Updated Transportation Improvement Program Project Prioritization Criteria.

John Witsch said this action is for the approval of the recently updated Transportation Improvement Program (TIP) Project Prioritization Criteria, which Mr. Grant presented. Central Staff coordinated with partner agencies and RTAC to align criteria with federal requirements from the most recent transportation bill and priorities of the NJTPA Board. The new criteria include detailed questions and new data sources to enhance and better evaluate projects. Consultants and team members will deliver a Criteria Rulebook documenting definitions, weights, and guidelines for incorporation into an application that will streamline the project scoring process. NJTPA will begin using the updated system to evaluate projects for inclusion in the FY 2028 TIP.

A summary of the action item is included in the agenda package on page 15 [here](#).

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

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

- Planning, Federal-Aid, Statewide
- Route 1, Northbound Bridge over Raritan River, Middlesex County
- Route 23, Route 80 and Route 46 Interchange, Passaic County

Mr. Witsch said the request is to add \$19.3 million in State Planning & Research funds for Planning Studies to the Planning, Federal-Aid program line in Federal Fiscal Year (FY) 2026 to support the SPR/Management Systems and FHWA work programs.

The Route 1, Northbound Bridge over Raritan River project request is to add \$27 million of Bridge Formula Program funds for Construction in FY 2026 to cover a cost estimate increase due to inflation and support for inspection services and on-site engineers during repairs.

The Route 23, Route 80 and Route 46 Interchange project request is to add \$47.4 million of Surface Transportation Block Grant funds for Construction in FY 2026 to cover costs indicated in the financial plan. This includes 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.

A summary of the action item is included in the agenda package on page 55 [here](#).

Middlesex County moved the item, Hudson County seconded, and it carried unanimously.

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 said this action item informs the committee that NJTPA has selected two projects to advance through the Local Mobilities Initiative Program, the Jersey City Protected

Bike Parking Expansion and the Jersey City Bike Share Expansion. The NJTPA will use Carbon Reduction Funds for these projects.

A summary of the action item is included in the agenda package for the Joint Committee meeting on page 82 [here](#).

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

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

- 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

Mr. Witsch said the Statewide Traffic Operations and Support Program request is to add \$14.3 million in National Highway Performance Program funds for engineering and construction in FY 2026 to support mobility operations, safety service patrol, and incident management response.

The Cutters Dock Road, Bridge Over North Jersey Coast Line project request is to add \$6.5million Bridge Formula Program funds for Right-of-Way acquisition and relocation in FY 2026.

The Route 18, Bridge over Conrail project request is to add \$8.6 million of Bridge Formula Program funds for construction in FY 2026 to cover construction increases due to new structural design, rising unit prices, utility relocation needs, and construction engineering and inspection costs.

Route 23, High Crest Drive to Macopin River project request is to add \$13.2 million of National Highway Performance Program funds for construction in FY 2026 to cover inflation, high friction surface costs over the entire project limits, and wall design revisions.

A summary of the action item is included in the agenda package on page 89 [here](#).

The Citizens Representative moved the item, NJ TRANSIT seconded, and it carried unanimously.

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

Mr. Witsch said this request is to reallocate \$1 million in Urbanized Surface Transportation Grant funds for Planning Studies in FY 2026 from the Metropolitan Planning Program to the Transit Enhancements Program. The funds will support survey work on the NJ TRANSIT Raritan Valley Line, Northeast Corridor, and North Jersey Coast Line.

A summary of the action item is included in the agenda package on page 96 [here](#).

Monmouth County moved the item, Governor's Authorities Unit seconded, and it carried unanimously.

Commissioner Delisfort called on Angellita Young, Central Staff, to present the PEDC action item.

1. FY 2027 Unified Planning Work Program (UPWP)

Ms. Young said each year the NJTPA develops the UPWP and budget. This document details all Central Staff tasks and projects managed by our consultants and subrecipients.

The UPWP also highlights the vital work our subregions and transportation management associations (TMAs) do to help us meet our long-range goals and stay aligned with federal planning priorities.

Ms. Young said the draft was distributed for review in December 2025, and feedback was received from NJDOT and our federal sponsors. A full list of comments and responses is included in today's handout. The handout also contains an updated draft of the budget summary with charts for expenditures and revenues, a list of new consultants, subrecipient projects, and the pass-through programs for the coming year.

Ms. Young said minor adjustments were made to the budget related to fine-tune operations and staff time allocations. The general feedback was focused on gaining clarity regarding Central Staff activities and specific budgets for the subregions and TMAs. Revised drafts to select chapters have been posted to the NJTPA website for review, with the exception of Chapter 4, which covers regional transportation planning initiatives other agencies are undertaking for informational purposes. That chapter will be finalized soon.

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

Morris County moved the item, Middlesex County seconded, and it carried unanimously.

VI. Information Items

Commissioner Delisfort introduced Vanessa Koenigkramer, Central Staff, to present the information item.

1. Financial Plan Update: Route 206, Doctors Way to Valley Road, and Valley Road to Brown Avenue

Ms. Koenigkramer said recipients of federal funds for projects with a total cost over \$100 million are required to prepare a financial plan prior to the first construction authorization and annual updates until its completion.

NJDOT prepared the initial financial plan for this project in 2017 and updates it annually. NJDOT provided a draft copy for Central Staff's review for consistency with the TIP. This project proposes a new roadway alignment bypass from Route 206 over Pike Run, south of Mountain View Road, to Doctors Way in Hillsboro Township and widening of existing 206 between Doctors Way and the Somerville Circle in Hillsboro Township, Somerville Borough, Raritan Borough, and Bridgewater Township.

She said the project aims to improve safety, capacity, and level of service throughout the 206 corridor. The remaining construction costs are divided into two contracts. Valley Road to Brown Avenue is in final design, with construction anticipated to start in October 2027 and be

completed by fall 2030. Doctors Way to Valley Road is under construction and is expected to be completed in Spring 2027. The project has expended \$383 million. The most recent update reflects a current project cost of \$559 million, an increase of \$12 million from the previous plan update. Funding changes for Doctors Way to Valley Road include increases for change orders related to flooding repairs, as well as detention basin and noise barrier work. Additional funding for Valley Road to Brown Avenue was needed for the design phase to be reestablished in the current TIP. The 2026 TIP was programmed adequately to cover all changes and does not need to be revised, and the update does not affect the project's air quality conformity determination.

VII. Commissioner Delisfort read the written items submitted by Central Staff and asked for questions from the committee members and participants. There were no questions.

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

VIII. Executive Director's Update

Mr. Behrend said the recently signed funding package for the USDOT indicates that our funding remains stable, and core funding MPOs and transit agencies rely on is preserved. The bill also reclaims slow moving Infrastructure Investment and Jobs Act (IIJA) funds and redirects them to projects that are shovel-ready and can be delivered immediately. There is more than \$100 million earmarked for planning and capital expenses for FIFA World Cup host areas.

IIJA expires on September 30, and it is unlikely we will see full reauthorization before the midterm elections. Congress has never passed the transportation bill on time, and we expect a short-term extension until it is passed.

In addition, a new bipartisan bill called the Bridges and Safety Infrastructure for Community Success (BASICS) Act was just introduced. It is backed by a large coalition of local officials (LOT Coalition) and aims to give local MPOs more control over federal dollars.

If this passes, five key things can be expected:

- **Bridge Funding:** Directs money to the bridges that need repair, regardless of who owns them (local vs. state).
- **Flexibility:** Increases funding for the Surface Transportation Block Grant, our most flexible funding.
- **Safety First:** Boosts safety funding and ensures 25 percent of those dollars are delivered regionally.
- **Transparency:** Mandates better collaboration between federal, state, and local partners.
- **Smart Planning:** Increases formula dollars for planning to ensure we're picking the right projects from the start.

In conclusion, Mr. Behrend gave an update on Gateway funding, which is our region's top priority. He said that following a court order, \$30 million was released for the Hudson River tunnel project, allowing the Gateway Development Commission to restart work. There is still \$175 million being withheld that needs to be restored. He added that he would continue to keep

everyone informed about the project's status.

IX. Other Items

Commissioner Delisfort reminded attendees that the Freight Initiatives Committee meeting will be held in the afternoon and thanked everyone for their participation.

There were no other items to discuss.

X. Next Meeting

April 20, 2026, at 10:30 a.m. (Virtual)

XI. Adjournment

At 11:22 a.m., the Port Authority made a motion to adjourn, Morris County seconded, and it carried unanimously.

**JOINT COMMITTEE MEETING
ATTENDANCE
February 17, 2026**

Project Prioritization Committee Members

Hon. Jason J. Sarnoski, Chair	Warren County
Joseph Baladi	Bergen County
Mark Kataryniak	Hudson County
Hon. Susan Soloway	Hunterdon County
Hon. Charles Kenny	Middlesex County
Michael Nei	Monmouth County
Andras Holzmann	Passaic County
Hon. Jack DeGroot	Sussex County
Amanda Gendeck	NJDOT
Hon. Frank Sadeghi	Ocean County
Blair Gerold	Governor's Authorities Unit
Megan Massey	NJ TRANSIT
Charles Burton	Citizens Representative

Planning and Economic Development Committee Members

Hon. Michèle Delisfort, Chair	Union County
Hon. Jack DeGroot, Vice Chair	Sussex County
David Antonio	Essex County
Charles Burton	Citizens Representative
Blair Gerold	Governor's Authorities Unit
Hon. Charles Kenny	Middlesex County
Hon. Stephen Shaw	Morris County
Trevor Howard	City of Newark
Amanda Gendeck	NJDOT
Megan Massey	NJ TRANSIT
Jay Shuffield	Port Authority of NY & NJ
Hon. Sara Sooy	Somerset County

Other Attendees

Various members of Central Staff	NJTPA
Michael Grant	IFC
Alan Hunt Bob Hornby	Hunterdon County
Amy Polachak Michael Manzella	NJDOT
Antonio Scanziani	
GRE	
Jash Gill	
John Hayes	Morris County
RJ Paladino Nathan Chadwick Michael Dannemiller	NJ TRANSIT
Ken Wedeen	Somerset County
Meghna Hari	
Nida Khan	Jacobs
Tanner Thul	Hudson County
Tom Drabic	Sussex County
Robert Wekmeister	
Ryan Conklin	Warren County
Scott Parker	Jacobs
Syd Chan	

**DRAFT RESOLUTION: MINOR AMENDMENT TO THE FY 2026-2029
TRANSPORTATION IMPROVEMENT PROGRAM TO AS
REQUESTED BY NJDOT**

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 a minor amendment to the FY 2026-2029 TIP to add federal funds to the Pavement Preservation program (DBNUM X51) and Pavement Preservation, NJTPA program (DBNUM X51B); and remove federal funds from the Guiderail Upgrade program (DBNUM X201); and

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

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

WHEREAS, Congestion Management Process requirements do not apply to 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 amendment 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 Amendment to the FY 2026-2029 Transportation Improvement Program
as requested by NJDOT

Action: Authorization to amend the Transportation Improvement Program (TIP) for the items listed below, as requested by NJDOT and outlined in the accompanying document.

- Guiderail Upgrade, *Statewide* – DBNUM X201
- Pavement Preservation, *Statewide* – DBNUM X 51
- Pavement Preservation, *Regionwide* – DBNUM X51B

Background: NJTPA Central Staff, in coordination with the relevant subregions, have reviewed the requested amendment. The air quality conformity determination remains unaffected, and federal constraint continues to be upheld.

According to the S/TIP Memorandum of Understanding, when a new project is added or deleted, 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 Board of Trustees. This TIP revision falls within the MOU guidelines to be approved as a minor amendment.

Justification for Action: Approval of this revision to the FY 2026-2029 TIP will allow the funds to be programmed as stated in the attached documents.

Staff Recommendation: Central Staff recommends approval of this action.

NJTPA TIP FY 2026-2029 Revision Package ID # 26009

Guiderail Upgrade

This program provides funding for the design and construction of guiderail replacement, Statewide. Work performed is to systemically upgrade and replace guiderail and guiderail end treatments to meet new standards adopted by the Association of State Highway Transportation Officials' (AASHTO) Manual for Safety Hardware (MASH).

DBNUM	X201	AQ Code	S9 (Exempt)	Est. Total Project Cost	\$292.000 million	Sponsor	NJDOT
Routes	N/A	Mileposts	N/A	RCIS	Road Preservation		
County	Various	Municipality	Various				

Requested TIP Revision

Action Taken

This request is to remove \$35.000 million of National Highway Performance Program (NHPP) funds for Engineering, Right of Way, and Construction (ERC) in Federal Fiscal Year (FFY) 2026, reducing the total to \$15.000 million.

Reason for Change

This decrease is to support remaining FFY 2026 Pavement Preservation authorizations.

Fiscal Constraint

Fiscal constraint is maintained by adding unobligated funding from this program.

Current TIP

MPO	PHASE	FUND	Constrained TIP					Unconstrained
			2026	2027	2028	2029	Total	2030-2035
Statewide	ERC	NHPP	50.000	50.000	50.000	50.000	200.000	92.000
		Total (\$ million)	50.000	50.000	50.000	50.000	200.000	92.000

Pending TIP

MPO	PHASE	FUND	Constrained TIP					Unconstrained
			2026	2027	2028	2029	Total	2030-2035
Statewide	ERC	NHPP	15.000	50.000	50.000	50.000	165.000	92.000
		Total (\$ million)	15.000	50.000	50.000	50.000	165.000	92.000

NJTPA TIP FY 2026-2029 Revision Package ID # 26009

Pavement Preservation

This program will allow NJDOT to accomplish eligible federal pavement preservation activities on New Jersey’s highway system and will also allow for pavement preservation on all other state-maintained roads, which help to keep New Jersey’s system in a state of good repair. With timely preservation, the NJDOT can provide the traveling public with improved safety and mobility, reduced congestion and smoother, longer lasting pavements.

DBNUM	X51	AQ Code	S10 (Exempt)	Est. Total Project Cost	\$13.800 million	Sponsor	NJDOT
Routes		Mileposts	N/A	RCIS	Road Preservation		
County	Various	Municipality	Various				

Requested TIP Revision

Action Taken

This request is to add \$37.716 million of National Highway Performance Program (NHPP) funds for Engineering, Right of Way, and Construction (ERC) in Federal Fiscal Year (FFY) 2026, increasing the total to \$39.216 million.

Reason for Change

This increase is to support remaining FFY 2026 Pavement Preservation Authorization including a project on Route 1 in Middlesex County.

Fiscal Constraint

Fiscal constraint is maintained by adding funds from unobligated balances.

Current TIP

MPO	PHASE	FUND	Constrained TIP				Total	Unconstrained 2030-2035
			2026	2027	2028	2029		
Statewide	ERC	NHPP	1.500	1.500	1.500	1.500	6.000	7.800
		Total (\$ million)	1.500	1.500	1.500	1.500	6.000	7.800

Pending TIP

MPO	PHASE	FUND	Constrained TIP				Total	Unconstrained 2030-2035
			2026	2027	2028	2029		
Statewide	ERC	NHPP	39.216	1.500	1.500	1.500	43.716	7.800
		Total (\$ million)	39.216	1.500	1.500	1.500	43.716	7.800

NJTPA TIP FY 2026-2029 Revision Package ID # 26009

Pavement Preservation, NJTPA

This program will allow NJDOT to accomplish eligible federal pavement preservation activities, in the NJTPA region, on New Jersey’s highway system and will also allow for pavement preservation on all other state-maintained roads, which help to keep New Jersey’s system in a state of good repair. With timely preservation, the NJDOT can provide the traveling public with improved safety and mobility, reduced congestion and smoother, longer lasting pavements.

DBNUM	X51B	AQ Code	S10 (Exempt)	Est. Total Project Cost	\$147.200 million	Sponsor	NJDOT
Routes		Mileposts	N/A	RCIS	Road Preservation		
County	Various	Municipality	Various				

Requested TIP Revision

Action Taken

This request is to add \$42.262 million of National Highway Performance Program (NHPP) funds for Engineering, Right of Way, and Construction (ERC) in Federal Fiscal Year (FFY) 2026, increasing the total to \$54.262 million.

Reason for Change

This increase is to support remaining FFY 2026 Pavement Preservation authorization along various routes in Morris, Middlesex, Warren, Hudson, Hunterdon and Somerset counties.

Fiscal Constraint

Fiscal constraint is maintained by adding funds from unobligated balances.

Current TIP

MPO	PHASE	FUND	Constrained TIP				Total	Unconstrained 2030-2035
			2026	2027	2028	2029		
NJTPA	ERC	NHPP	12.000	12.000	12.000	12.000	48.000	62.400
NJTPA	ERC	STBGP- FLEX	4.000	4.000	4.000	4.000	16.000	20.800
Total (\$ million)			16.000	16.000	16.000	16.000	64.000	83.200

Pending TIP

MPO	PHASE	FUND	Constrained TIP				Total	Unconstrained
			2026	2027	2028	2029		2030-2035
NJTPA	ERC	NHPP	54.262	12.000	12.000	12.000	90.262	62.400
NJTPA	ERC	STBGP-FLEX	4.000	4.000	4.000	4.000	16.000	20.800
Total (\$ million)			58.262	16.000	16.000	16.000	106.262	83.200

Remaining Pavement Preservation FFY 2026

FFY 2026 – Pavement Preservation, NJTPA (DBNUM X51B)

UPC	Project Name	CON Cost (Millions)	MPO	County
263070	Pavement Preservation North Contract-14, FY 2025	\$9.500	NJTPA	Morris
254310	Route 18, Tennent Road (CR 3) to Rues Lane (CR617)	\$10.825	NJTPA	Middlesex, Monmouth
263080	Pavement Preservation North Contact-13, FY 2025	\$10.817	NJTPA	Warren
253830	Route 440, Goldsborough Road to Route 1&9/Communipaw Avenue	\$5.600	NJTPA	Hudson
254210	Route 33, Bentley Road to Route 33B (Old Highway)	\$8.000	NJTPA	Middlesex, Monmouth
253840	Route 33B, Wemrock Road to Route 33	\$3.610	NJTPA	Monmouth
253860	Route 9, Symmes Road/Ryan Road to Spring Valley Road & Route 34, Route 70/Route 35 to Ridgewood Road	\$6.470	NJTPA	Middlesex, Monmouth
263140	Pavement Preservation Contract-18, FY 2025	\$3.440	NJTPA	Somerset, Hunterdon
	Total	\$58.262		

FFY 2026 – Pavement Preservation (DBNUM X51)

UPC	Project Name	CON Cost (Millions)	MPO	County
253880	Route 45, Route 40 (East Avenue)/Main Street (CR 672) to Berkley Road/Mantua Boulevard (CR 632)	\$6.148	DVRPC, SJTPO	Gloucester, Salem
254260	Route 30, Weymouth Road (CR 640) to Haddon Avenue & Route 130, Branch Pik (CR 606) to Charlestown Road/Cooper Street (CR 630) & Route 206, Route 130 to CR 524	\$20.800	DVRPC, SJTPO	Atlantic, Burlington, Mercer
254320	Route 1, Route 1B to Production Way	\$7.510	DVRPC, NJTPA	Mercer, Middlesex
	Total	\$34.458		