



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

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

June 15, 2026

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

Join Zoom Meeting

<https://njtpa-org.zoom.us/j/98163013646?pwd=R8IrvjYX0wZp0n4X0SHdv9aqwmBraO.1>

Meeting ID: 981 6301 3646

Passcode: 539244

(646) 931-3860

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- I. Roll Call
 - II. Approval of Minutes
 - III. Regional Transportation Advisory Committee (RTAC) Report – Andras Holzmann, Passaic County
 - IV. Presentation: Powering Ahead for Somerset County – Samantha De Andrea, Director, and Ken Wedeen, Supervising Transportation Planner, Somerset County Division of Planning
 - V. Action Items

Project Prioritization Committee

1. Minor Amendment to the FY 2026-2029 Transportation Improvement Program as Requested by NJTPA – Blythe Eaman, Central Staff
 - Local CMAQ Initiatives, Regionwide
 - Small/Special Services Program, Statewide

2. Minor Amendment to the FY 2026-2029 Transportation Improvement Program as requested by NJDOT – John Witsch, Central Staff
 - Bridge Deck/Superstructure Replacement Program, Statewide
 - Bridge Preventive Maintenance, Statewide
 - Bridge Replacement, Future Projects, Statewide
 - Electric Vehicle Infrastructure Program, Statewide
 - Local Safety/High Risk Rural Roads Program, Regionwide
 - Oak Tree Road Bridge, CR 604, Middlesex County
 - Route 80 EB, Retaining Wall Replacement, Hardwick and Knowlton Townships, Warren County
 - Route 80/15 Interchange, Morris County
 - Route 287, Route 202 to Ramapo River, Morris, Bergen, and Passaic Counties
 - Safety Programs, Statewide
3. Modification to the FY 2026-2029 Transportation Improvement Program as requested by NJDOT – John Witsch, Central Staff
 - Delaware & Raritan Canal Bridges, Hunterdon, Middlesex, and Somerset Counties
 - Mobility and Systems Engineering Program, Statewide
 - Route 4, Bridge over Palisade Avenue, Windsor Rd and CSX Railroad, Bergen County
4. Modification to the FY 2026-2029 Transportation Improvement Program as Requested by NJTPA – Blythe Eaman, Central Staff
 - NJTPA Carbon Reduction Program, Regionwide
 - Enhanced Mobility of Seniors and Individuals with Disabilities - Section 5310 Program, Statewide

VI. Written Items

1. FY2028-2029 Subregional Studies and Subregional Transportation Program Solicitations – William Long and Frank Tolbert, Central Staff
2. Active Transportation Plan Refinement – Peter Zambito, Central Staff
3. Safe Streets and Roads for All Advancement – Lois Goldman, Central Staff

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

VIII. Other Items

IX. Next Meeting: August 17, 2026, 10:30 a.m.

X. Adjournment

VI. Written Information Items

1. FY 2028-2029 Subregional Studies and Subregional Transportation Program Solicitations – William Long and Frank Tolbert, Central Staff

The FY 2028–FY 2029 Subregional Studies Program (SSP) solicitation will be released in early June. This program supports studies that advance the goals and priorities of *Connecting Communities: The NJTPA Long Range Transportation Plan* and provides technical and financial assistance to subregions, on a competitive basis, to develop recommendations addressing local mobility and accessibility needs. Thumbnail sketches are due July 6, and full proposals are due August 13. For additional information, please contact William Long at wlong@njtpa.org.

The Subregional Transportation Planning (STP) Program provides funding to subregions, on an annual basis, to support subregional participation and contributions to the NJTPA's Metropolitan Planning Process. The NJTPA is beginning development of the FY 2028 STP solicitation, through which it will coordinate with subregions to develop their annual work programs. All 15 NJTPA subregions are required to participate in the STP program to be eligible to receive federal transportation funds. The FY 2027 solicitation will be shared with RTAC during the week of July 13 for comment and input, followed by a voluntary meeting with subregions to discuss input during the week of July 27. The full FY 2028 STP Solicitation package is scheduled for release during the week of August 24. There is no local contribution required to participate in the STP Program. For additional information, please contact the STP Program Manager, Frank Tolbert, at FETolbert@njtpa.org.

2. Active Transportation Plan Refinement – Peter Zambito, Central Staff

The Active Transportation Plan Refinement (ATPR) is underway with NV5 as the prime consultant and Mercer Planning Associates as sub-consultant. This study will advance recommendations from the NJTPA 2023 Active Transportation Plan by conducting corridor studies that advance the development of a regional continuous on- and off-road trail network. Corridors were identified in collaboration with the North Jersey Trail Network Initiative, which is led by the New Jersey Bike and Walk Coalition and Rails to Trails Conservancy. Trail advancement will focus on potential alignments within the corridors and associated improvements and implementation steps. The first study, in Morris and Union counties, focuses on the gap between the Traction Line and the Rahway Valley Rail Trail, while the second study, in Passaic and Morris counties, focuses on the gap between the Highlands Rail Trail and the Pompton Valley Rail Trail. Outreach with the public will begin over the summer. The ATPR is scheduled to conclude by June 30, 2027.

3. Safe Streets and Roads for All Advancement – Lois Goldman, Central Staff

A consultant-supported initiative to work with subregions and municipalities to advance local safety plan recommendations will be starting this summer. This effort will provide technical assistance to develop municipal safety plans, conduct further analysis, or create demonstration projects to address safety plan priorities. There will also be support for subregional Local Implementation Committees. These committees provided input during development of the plans and are instrumental for advancing safety priorities from these plans. Support will include building committee membership, identifying near- and long-term project and programmatic initiatives to improve safety, and creating metrics to measure success. The consultant effort will conclude on June 30, 2027.



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Joint Meeting Minutes April 20, 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 PPC members and 12 members of the Planning and Economic Development Committee (PEDC) were present (Attachment 1).

II. Approval of Minutes

Hunterdon County moved the minutes of the February 17, 2026, joint committee meeting, Sussex County seconded, and the motion carried unanimously.

III. Regional Transportation Advisory Committee (RTAC) Update

Andras Holzmann, RTAC Chair, reported on the April 13 meeting which featured a presentation from Tiffany Robinson from the [New Jersey Bike and Walk Coalition](#). Ms. Robinson presented the North Jersey Trails Network Initiative with a progress overview since their launch date last year. She also shared their vision for a connected trail network across six counties. Ms. Robinson encouraged members to use the mapping app to help spot any missing projects or potential spots for quick-build demonstrations and invited everyone to join the implementation working group in discussions with municipalities as planning moves forward. The meeting presentation can be found [here](#).

Six information items included an update on the Transportation Management Association (TMA) program from Greater Mercer TMA; projects related to clean air measures; and the solicitation for the FY 2028-2029 Subregional Studies Program. Mr. Holzmann said the committee also heard about competitive grants for Monmouth, Ocean, and Hudson counties; a financial plan update for the Route 72 Manahawkin Bay Bridges project; and federal funding opportunities through the Safe Streets and Roads for All Program. Four additional written items included input for the Climate Action Plan; the *From Streets to Stadiums* placemaking guidebook; coordination on Congestion Mitigation and Air Quality (CMAQ) performance targets, and the Resilience

Hub’s Community Roadmap. The committee also reviewed a Project Prioritization Committee action item included in today’s agenda.

IV. Presentation: *From Streets to Stadiums*

Jasmine Lawrence, Central Staff, shared information about the World Cup, and the new guidebook, *From Streets to Stadiums*, to help encourage communities throughout New Jersey to celebrate the World Cup Soccer Tournament. She said the World Cup presents a major opportunity to boost the social and economic energy of New Jersey towns, bringing visitors from around the world to the region. She emphasized the importance of public spaces, such as parks, cafés, and soccer fields, in supporting social, mental, and physical wellbeing.

Ms. Lawrence noted that eight matches will take place in the NJTPA region and six in Philadelphia, and that communities planning celebrations should consider weekday versus weekend scheduling. Two official Fan Fests, the American Dream Fan Fest and the Jersey Fan Hub in Harrison, will run from June 11 to July 19. Four teams will also have base camps in the state, including three in the NJTPA region. In addition, “Goya Flag Cities,” including Jersey City, Bergen County, Secaucus, Newark, and Rutherford, will host festivals leading up to matches.

She said NJTPA’s placemaking approach focuses on activating public spaces to support economic activity and encouraged communities to plan events that fit local capacity, such as youth tournaments or watch parties. Where larger events are not feasible, smaller efforts like murals or themed curb extensions can be used, and a range of spaces, including streets, parking lots, and small parks, can be activated. The *From Streets to Stadiums* guide and “Kit of Parts” offer tools to inspire community celebrations. She emphasized coordinating with local public works departments, police, and others for permitting and noted that businesses have until May 15 to participate in the New York New Jersey “Welcome World Rewards Program.”

In conclusion, Ms. Lawrence said the NJTPA demonstration library is available to help with temporary street designs, traffic calming, or parklets. Communities and groups interested in brainstorming soccer-themed placemaking or demonstration projects, can reach out to demonstration@njtpa.org.

The full meeting recording can be found [here](#). The presentation can be found [here](#).

V. Action Items

Project Prioritization Committee

Commissioner Sarnoski called on Vanessa Koenigkramer, Central Staff, to present the PPC action item.

1. Minor Amendments to the FY 2026-2029 Transportation Improvement Program as requested by the New Jersey Department of Transportation
 - Guiderail Upgrade Program, Statewide
 - Pavement Preservation Program, Statewide
 - Pavement Preservation NJTPA Program

Ms. Koenigkramer said this action is to approve a Minor Amendment to the FY 2026-2029 Transportation Improvement Program (TIP) as requested by the NJDOT as follows:

Guiderail Upgrade Program, Statewide — This request is to remove \$35 million of National Highway Performance Program (NHPP) funds for Engineering, Right of Way, and Construction in 2026. This decrease supports the remaining 2026 Pavement Preservation authorizations for the statewide pavement preservation increases detailed in the summary of action attachment.

Pavement Preservation Program, Statewide — This request is to add \$37.7 million of NHPP funds for Engineering, Right of Way, and Construction in 2026 to the Pavement Preservation Program. This increase is to support statewide FFY 2026 Pavement Preservation authorizations including a project on Route 1 in Middlesex County.

Pavement Preservation NJTPA Program — This request is to add \$42.3 million of NHPP funds for Engineering, Right of Way, and Construction in 2026 to the NJTPA Pavement Preservation Program line. This increase is to support remaining 2026 Pavement Preservation authorizations in the region along various routes in Morris, Middlesex, Monmouth, Warren, Hudson, Somerset, and Hudson counties as shown in the attachments.

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

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

VI. Information Items

Union County Commissioner Michèle Delisfort, PEDC Chair, asked Ms. Koenigkramer to present the information items.

1. Competitive Grants Update

- Kings Highway Pedestrian Safety Improvements, Middletown Township
- Route 72 Transportation & Safety Connector Project, Stafford Township
- County Road 653/County Ave Improvements, Hudson County

Ms. Koenigkramer said under the revised TIP and State Transportation Improvement Program (STIP) MOU adopted at the March 9 Board meeting, competitive or congressionally directed spending or DEMO grants already included in a TIP/STIP appendix can be processed as informational modifications. The following three projects, which are included in Appendix J of NJTPA’s 2026 TIP is available on the [NJTPA website](#), are being programmed in the TIP:

Kings Highway Pedestrian Safety Improvements—This project, led by Middletown Township, involves resurfacing pavement on Kings Highway from Route 35 to New Monmouth Road and sidewalk, ADA, and lighting improvements from Conover Avenue to New Monmouth Road. This project will be programmed with \$997,500 of DEMO funds for Construction in 2026 from a Congressionally Directed Spending grant administered by the Federal Highway Administration (FHWA). Design and remaining Construction costs will be addressed with non-federal funds.

Route 72 Transportation & Safety Connector Project — This project led by Stafford Township, involves constructing an exit from Route 72 Westbound onto Barnacle Drive to eliminate left turn movement from Route 72 Eastbound onto Barnacle Drive as well as turning movements from Barnacle Drive into Route 72. The Route 9 Corridor of Oak Avenue, North Lakeshore Drive, Oxycocus Road, Silo Road and Sugar Hill Road includes a mill and overlay and ADA sidewalks and ramps. This project will be programmed with \$2 million of DEMO funds for Construction in 2026 from a Congressionally Directed Spending grant administered by FHWA. Design and any remaining Construction costs will be funded with non-federal funds.

County Road 653/County Ave Improvements — This project, led by Hudson County, includes milling and repaving, upgrading existing guide rails, end treatments, rub rails, and drainage work on County Avenue. This project will be programmed with \$315,350 of DEMO funds for design in 2026 and \$1.4 million of DEMO funds for Construction in 2027 from a Congressionally Directed Spending grant administered by FHWA. Any remaining Construction costs will be funded with county or nonfederal funds.

2. Financial Plan Update: Route 72 Manahawkin Bay Bridges

Ms. Koenigkramer said NJDOT has revised its financial plan for the Route 72 Manahawkin Bay Bridges project, which was first prepared in 2012 and is updated annually. The updated plan was shared with Central Staff for its review.

This project constructs a new parallel structure adjacent to the existing Manahawkin Bay Bridge, rehabilitates the existing Bay Bridge and three trestle bridges over Hilliards Thorofare and the East and West Thorofares, in Stafford Township and Ship Bottom Borough, Ocean County. The preliminary design was completed as a single project, with subsequent work being advanced as six construction contracts, with two contracts completed. The remaining Contract (5A) includes the implementation of Submerged Aquatic Vegetation (SAV) mitigation requirements in the Manahawkin Bay to comply with environmental permit restrictions. This work began in February 2016, is 98 percent completed, and expected to be finished this spring. The remaining work for Contract 1 involves Marsha Drive intersection improvements and operational and safety improvements. Construction began in February 2021, is 75 percent completed, and expected to be finished late this spring.

This financial plan update reflects a total project cost of over \$391.2 million, an increase of \$1.7 million from the previous plan. Funding increases are due to Contract 1 change orders, including work to address alignment of utility poles and drainage systems to avoid conflicts with underground utilities.

Previous TIP funding was planned and authorized to cover the current costs of the project. There are no funds planned for the 2026 TIP and no funding is needed at this time.

The financial plan update does not indicate any changes to the project's air quality conformity.

VII. Written Items

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

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

VIII. Executive Director's Update

Mr. Behrend said that last week's NJ TransAction conference was a great success for the NJTPA and shared his appreciation for the staff members who participated in panels and managed the exhibit booth. He extended a special thank you to Commissioners Kenny, Arnone, and Delisfort for moderating sessions on topics such as public engagement, modern roundabouts, and technical assistance programs. He also extended a special thank you to Central Staff member Ted Ritter in

recognition of his long-standing work on the conference committee and for ensuring the NJTPA was well-represented throughout the event.

Regarding federal transportation reauthorization, Mr. Behrend said Congressman Sam Graves, Chair of the House Transportation and Infrastructure Committee, announced that the committee plans to begin the markup of the draft bill on April 29. This is an aggressive schedule, and it appears the Congressman hopes to make this his signature legislation before he leaves office.

Key points in the anticipated draft included total funding between \$500 billion and \$550 billion over five years, which is roughly equal to or slightly lower than current levels. The bill is expected to emphasize traditional road and bridge projects and will still include the mass transit account. In addition, a federal fee on electric vehicle (EV) registrations is being considered as a new revenue source as there is currently no federal mechanism to collect funds from EVs like the gasoline tax does for other vehicles.

He said although there is a push to move forward, it is unclear if the bill will make it out of committee before the midterm elections, especially with the current law expiring on September 30. Historically, a reauthorization bill has never passed on time without needing a continuing resolution to keep funding moving, and a similar delay is expected this year. In conclusion, Mr. Behrend said the situation will continue to be monitored through partners at the Association of Metropolitan Planning Organizations and the National Association of Regional Councils, and he will share further updates as things develop.

IX. Other Items

Farzana Ahmed from the New Jersey Department of Transportation updated the committees on the status of the Unified Planning Work Program (UPWP). She said the FY2027 UPWP was submitted to FHWA and the Federal Transit Administration for approval on April 2. The approval process usually takes 45 days, and she will update everyone when the final approval letter is received.

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

June 15, 2026, 10:30 a.m. (Virtual)

XI. Adjournment

At 11:08 a.m., Morris County made a motion to adjourn, Hunterdon County seconded, and it carried unanimously.

**JOINT COMMITTEE MEETING
ATTENDANCE
April 20, 2026**

Project Prioritization Committee Members

Hon. Jason J. Sarnoski, Chair	Warren County
Anthony Iacono	Bergen County
Mark Kataryniak	Hudson County
Hon. Susan Soloway	Hunterdon County
Hon. Charles Kenny	Middlesex County
Michael Nei	Monmouth County
Andras Holzmann	Passaic County
Tom Drabic	Sussex County
Mike Manzella	NJDOT
Mark Jehnke	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
Tom Drabic	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
Elias Guseman	City of Jersey City
James D. Adams	City of Newark
Mike Manzella	NJDOT
Megan Massey	NJ TRANSIT
Jay Shuffield	Port Authority of NY & NJ

Other Attendees

Various members of Central Staff	NJTPA
Trevor Howard	City of Newark
Alan Hunt Bob Hornby Katherine Fullerton	Hunterdon County
Jack Kanarek	Dewberry
Peter Kortright	Bergen County
Andy Kaplan	Jersey City
Evan Hanson	
Kamal Saleh	Union County
John Hayes	Morris County
Mark Solof	

Victor Furmanec	
Meghna Hari	Middlesex County
Farzana Ahmed	NJDOT
Nathan Chadwick	
Tanner Thul	Hudson County
Ken Wedeen Samantha DeAndrea	Somerset County
Bob Wekmeister	
Ryan Conklin	Warren County
Vin Palmieri	

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

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 on January 12, 2026 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 transfer and flex funding from the Local Congestion Mitigation and Air Quality (CMAQ) Initiatives Program (DBNUM X065) to the Small/Special Services Program (DBNUM T120) to advance two transit projects located in Passaic County, selected under the NJTPA Local Mobility Initiatives Program;

WHEREAS, fiscal constraint is maintained by adding federal funds available from the Local CMAQ Initiative 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 and NJ TRANSIT for submission to the Federal Highway Administration and Federal Transit Administration.

Summary of Action
Minor Amendment to the FY 2026 – 2029 Transportation Improvement Program
as requested by NJTPA

Action:

Authorization to amend the Transportation Improvement Program (TIP) for the item(s) listed below, as requested by NJTPA and outlined in the accompanying documentation.

- **Local CMAQ Initiatives, Regionwide - DBNUM X065**
- **Small/Special Services Program, Statewide - DBNUM T120**

Background:

The Local Congestion Mitigation and Air Quality (CMAQ) Initiatives program provides funding for projects that will enhance air quality by reducing emissions from on-road highway sources. The NJTPA is responsible for programming its allocation of CMAQ funds within our region to eligible projects that meet federal 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. The LMI Program solicitation is open, and proposals can be submitted on a rolling basis.

This TIP action is necessary to transfer CMAQ funds and advance eligible LMI projects within the NJTPA region. The funds will be transferred ("flexed") from the Federal Highway Administration (FHWA) to the Federal Transit Administration (FTA) for obligation under NJ TRANSIT's Small/Special Services Program.

A total of \$3.625 million in CMAQ funds will be flexed to support two LMI Program transit initiatives located in Passaic County. This includes \$2.295 million to Passaic County to expand its MOVE microtransit program to include the City of Paterson, enhancing accessible, on-demand first- and last-mile connections to regional transit. An additional \$1 million to the City of Passaic will support the City's Urban Enterprise Zone (UEZ) Shuttle Bus Program, including \$500,000 for expanded operations (new stops and/or routes) and \$500,000 for the purchase of two buses. The total also includes a 10 percent NJ TRANSIT administrative fee of \$330,000.

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

According to the Statewide Transportation Improvement Program/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 Project Prioritization Committee and the Board of Trustees. This TIP revision falls within the 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 # 26017

Local CMAQ Initiatives - X065

Project Description

Under the guidance of the Metropolitan Planning Organizations, local projects will be developed that will enhance air quality. Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds are allocated to the states for use in non-attainment and maintenance areas for projects that contribute to the attainment of the Clean Air Act standards by reducing emissions from highway sources.

DBNUM X065 sponsored by Local Lead, is classified as an Environment and Resilience project with an air quality code of "O10c (Exempt)". The estimated total cost is \$75.000 million, and is located across various counties and municipalities.

Requested TIP Revision

Action Taken

This request is to remove \$3.625 million of Congestion Mitigation and Air Quality (CMAQ) funds for Engineering, Right of Way, and Construction (ERC) in Federal Fiscal Year (FFY) 2026, reducing the total to \$3.876 million.

Reason for Change

These funds will be transferred to the Small/Special Services Program to fund two Local Mobility Initiatives projects (Passaic County MOVE and City of Passaic UEZ Shuttle Expansion). Passaic County MOVE supports the expansion of the county's microtransit service to include the City of Paterson into the service area. City of Passaic UEZ Shuttle Expansion supports operational funding to introduce new stops or establish an additional route to the city's existing UEZ Shuttle Bus Program as well as provides funding for the purchase of two buses.

Fiscal Constraint

Fiscal constraint is maintained through federal funds available from the Local CMAQ Initiatives Program.

TIP Transaction

Current TIP Programming Table

MPO	PHASE	FUND	2026	2027	2028	2029	Total	2030-2035
NJTPA	EC	CMAQ	7.500	7.500	7.500	7.500	30.000	45.000
TOTAL (\$ million)			7.500	7.500	7.500	7.500	30.000	45.000

Pending TIP Programming Table

MPO	PHASE	FUND	2026	2027	2028	2029	Total	2030-2035
NJTPA	EC	CMAQ	3.876	7.500	7.500	7.500	26.376	45.000
TOTAL (\$ million)			3.876	7.500	7.500	7.500	26.376	45.000

NJTPA TIP FY 2026 - 2029 Revision Package ID # 26017

Small/Special Services Program - T120

Project Description

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.

Added \$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.

Added \$3.625M of CMAQ flexed in FY2026 to fund two Local Mobility Initiatives projects (Passaic County MOVE and City of Passaic UEZ Shuttle Expansion).

DBNUM T120 sponsored by NJ TRANSIT, is classified as a Transit Enhancement project with an air quality code of "AQ1 (Exempt)". The estimated total cost is \$9.611 million, and is located across various counties and municipalities.

Requested TIP Revision

Action Taken

This request is to add \$3.625 million of Congestion Mitigation and Air Quality (CMAQ) funds for Engineering and Construction (EC) in Federal Fiscal Year (FFY) 2026.

Reason for Change

This increase is to support two NJTPA Local Mobility Initiatives projects (Passaic County MOVE and City of Passaic UEZ Shuttle Expansion). Passaic County MOVE supports the expansion of the county's microtransit service to include the city of Paterson into the service area. City of Passaic UEZ Shuttle Expansion supports operational funding to introduce new stops or establish an additional route to the city's existing UEZ Shuttle Bus Program as well as provides funding for the purchase of two buses.

Fiscal Constraint

Fiscal constraint is maintained through federal funds available from the Local CMAQ Initiatives Program.

TIP Transaction

Current TIP Programming Table

MPO	PHASE	FUND	2026	2027	2028	2029	Total	2030-2035
NJTPA	EC	CMAQ 5307	8.409				8.409	
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)			11.065	0.961	0.961	0.961	13.949	5.767

Pending TIP Programming Table

MPO	PHASE	FUND	2026	2027	2028	2029	Total	2030-2035
NJTPA	EC	CMAQ	3.625				3.625	
NJTPA	EC	CMAQ 5307	8.409				8.409	
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)			14.690	0.961	0.961	0.961	17.574	5.767

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

WHEREAS, the NJTPA on January 12, 2026 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 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

WHEREAS, the NJDOT has requested a minor amendment to the FY 2026-2029 TIP to align funding with anticipated need and/or increase federal funds to the Bridge Preventive Maintenance Program (DBNUM 13323); Electric Vehicle Infrastructure Program (DBNUM 22350); Local Safety/High Risk Rural Roads Program (DBNUM 04314); Oak Tree Road Bridge, CR 604 (DBNUM 99316); Route 80 EB, Retaining Wall Replacement (DBNUM 22360); Route 80/15 Interchange (DBNUM 93139); Route 287, Route 202 to Ramapo River (DBNUM 14359); and Safety Programs (DBNUM 19370); and to remove federal funds on the Bridge Deck/Superstructure Replacement Program (DBNUM 03304) and Bridge Replacement, Future Projects (DBNUM 08381); and

WHEREAS, fiscal constraint is maintained by adding federal funds available from unobligated balances and through a fiscal constraint bank which contains a net zero or positive balance in the first four years (FY 26 through FY 29) of the TIP; 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 Amendment to the FY 2026 – 2029 Transportation Improvement Program
as requested by NJDOT

Action:

Authorization to amend the Transportation Improvement Program (TIP) for the item(s) listed below, as requested by NJDOT and outlined in the accompanying documentation.

- **Bridge Deck/Superstructure Replacement Program, Statewide - DBNUM 03304**
- **Bridge Preventive Maintenance, Statewide - DBNUM 13323**
- **Bridge Replacement, Future Projects, Statewide - DBNUM 08381**
- **Electric Vehicle Infrastructure Program, Statewide - DBNUM 22350**
- **Local Safety/ High Risk Rural Roads Program, Regionwide - DBNUM 04314**
- **Oak Tree Road Bridge, CR 604, Middlesex County - DBNUM 99316**
- **Route 80 EB, Retaining Wall replacement, Hardwick and Knowlton Townships, Warren County - DBNUM 22360**
- **Route 80/15 Interchange, Morris County - DBNUM 93139**
- **Route 287, Route 202 to Ramapo River, Bergen, Morris, and Passaic County - DBNUM 14359**
- **Safety Programs, Statewide - DBNUM 19370**

Background:

NJTPA Central Staff, in coordination with the relevant subregions, have conducted a review of the requested amendment. The air quality conformity determination remains unaffected, and fiscal constraint continues to be upheld.

According to the Statewide Transportation Improvement Program/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 # 26015

Bridge Deck/Superstructure Replacement Program - 03304

Project Description

This program will provide funding for design and construction of deck preservation, deck replacement and superstructure replacement projects in various locations throughout the state. This is a statewide program which will address an approved priority listing of deficient bridge decks. This program will also provide funding for recommendations, coring, non-destructive evaluation/testing, survey, aerial photography, photogrammetry, base mapping and engineering.

DBNUM 03304 sponsored by NJDOT, is located across various counties and municipalities, and is classified as a Bridge Preservation project with an air quality code of "S19 (Exempt)". The estimated total cost is \$348.332 million.

Requested TIP Revision

Action Taken

This request is to remove \$18.847 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 \$5.000 million.

Reason for Change

The reduced funds will not be utilized under this program and are available as a resource.

Fiscal Constraint

Fiscal constraint is maintained by utilizing funds from this program for other projects and programs that can be authorized in FFY 26.

TIP Transaction

Current TIP Programming Table

MPO	PHASE	FUND	2026	2027	2028	2029	Total	2030-2035
Statewide	ERC	BFP-OS-BRDG	70.000				70.000	
Statewide	ERC	NHPP	23.847	24.000	24.000	24.000	95.847	124.800
Statewide	ERC	STBGP-FLEX	0.153				0.153	
Statewide	ERC	STBGP-OS-BRDG	10.330	4.505	6.430		21.264	36.269
TOTAL (\$ million)			104.330	28.505	30.430	24.000	187.264	161.069

Pending TIP Programming Table

MPO	PHASE	FUND	2026	2027	2028	2029	Total	2030-2035
Statewide	ERC	BFP-OS-BRDG	70.000				70.000	
Statewide	ERC	NHPP	5.000	24.000	24.000	24.000	77.000	124.800
Statewide	ERC	STBGP-FLEX	0.153				0.153	
Statewide	ERC	STBGP-OS-BRDG	10.330	4.505	6.430		21.264	36.269
TOTAL (\$ million)			85.483	28.505	30.430	24.000	168.417	161.069

NJTPA TIP FY 2026 - 2029 Revision Package ID # 26015

Bridge Preventive Maintenance - 13323

Project Description

This program provides funding for bridge preservation activities (including painting, deck repairs, and substructure repairs) as a means of extending structure life. Painting contracts shall include painting of steel on various structures, as an anti-corrosion measure, and will be awarded based on an approved list of bridges considering the availability and regional breakdown of funding. Preventive maintenance contracts shall include deck repairs, header reconstruction, curb reconstruction, joint resealing, substructure concrete repairs, and sealing of entire structures, with structures systematically prioritized by corridor or geographical area. Both painting and preventive maintenance contracts are awarded to preserve and prolong the useful service life of bridges, in accordance with the NJDOT Bridge Preventive Maintenance Program.

DBNUM 13323 sponsored by NJDOT, is located across various counties and municipalities, and is classified as a Bridge Preservation project with an air quality code of "S19 (Exempt)". The estimated total cost is \$790.250 million.

Requested TIP Revision

Action Taken

This request is to add \$7.500 million of Surface Transportation Block Grant Program–Flexible (STBGP-FLEX) funds for Engineering and Construction (EC) in Federal Fiscal Year (FFY) 2026, and \$36.000 million of Bridge Formula Program Off-System Bridge (BFP-OS-BRDG) funds for EC in FFY 2026, an overall increase of \$43.500 million.

Reason for Change

This increase is to support remaining FFY 2026 authorizations for bridge preventive maintenance activities along various routes in the NJTPA region.

Fiscal Constraint

Fiscal constraint is maintained by adding funds from unobligated balances.

TIP Transaction

Current TIP Programming Table

MPO	PHASE	FUND	2026	2027	2028	2029	Total	2030-2035
Statewide	EC	NHPP	25.000	25.000	25.000	25.000	100.000	130.000
Statewide	EC	STATE	25.000	28.250	33.250	39.250	125.750	296.500
Statewide	EC	STBGP-FLEX	15.000	15.000	15.000	15.000	60.000	78.000
TOTAL (\$ million)			65.000	68.250	73.250	79.250	285.750	504.500

Pending TIP Programming Table

MPO	PHASE	FUND	2026	2027	2028	2029	Total	2030-2035
Statewide	EC	BFP-OS-BRDG	36.000				36.000	
Statewide	EC	NHPP	25.000	25.000	25.000	25.000	100.000	130.000
Statewide	EC	STATE	25.000	28.250	33.250	39.250	125.750	296.500
Statewide	EC	STBGP-FLEX	22.500	15.000	15.000	15.000	67.500	78.000
TOTAL (\$ million)			108.500	68.250	73.250	79.250	329.250	504.500

NJTPA TIP FY 2026 - 2029 Revision Package ID # 26015

Bridge Replacement, Future Projects - 08381

Project Description

This program provides funding for future projects related to bridge rehabilitations and replacements, statewide.

DBNUM 08381 sponsored by NJDOT, is located across various counties and municipalities, and is classified as a Bridge Preservation project with an air quality code of "S19 (Exempt)". The estimated total cost is \$281.088 million.

Requested TIP Revision

Action Taken

This request is to remove \$15.362 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 \$0.

Reason for Change

The reduced funds will not be utilized under this program and are available as a resource.

Fiscal Constraint

Fiscal constraint is maintained by utilizing funds from this program for other projects and programs that can be authorized in FFY 2026.

TIP Transaction

Current TIP Programming Table

MPO	PHASE	FUND	2026	2027	2028	2029	Total	2030-2035
Statewide	ERC	BFP	4.852				4.852	
Statewide	ERC	BFP-OS-BRDG	72.740				72.740	
Statewide	ERC	NHPP	15.362	19.272	18.648	8.586	61.868	123.878
Statewide	ERC	STATE	0.750	0.750	0.750	0.750	3.000	4.750
Statewide	ERC	STBGP-OS-BRDG	10.000				10.000	
TOTAL (\$ million)			103.704	20.022	19.398	9.336	152.460	128.628

Pending TIP Programming Table

MPO	PHASE	FUND	2026	2027	2028	2029	Total	2030-2035
Statewide	ERC	BFP	4.852				4.852	
Statewide	ERC	BFP-OS-BRDG	72.740				72.740	
Statewide	ERC	NHPP	0.000	19.272	18.648	8.586	46.506	123.878
Statewide	ERC	STATE	0.750	0.750	0.750	0.750	3.000	4.750
Statewide	ERC	STBGP-OS-BRDG	10.000				10.000	
TOTAL (\$ million)			88.342	20.022	19.398	9.336	137.098	128.628

NJTPA TIP FY 2026 - 2029 Revision Package ID # 26015

Electric Vehicle Infrastructure Program - 22350

Project Description

Establishes an electric vehicle infrastructure program to provide funding to strategically deploy electric vehicle (EV) charging infrastructure and to establish an interconnected network to facilitate data collection, access, and reliability.

DBNUM 22350 sponsored by NJDOT, is located across various counties and municipalities, and is classified as a Environment and Resilience project with an air quality code of "Not Applicable" (Exempt). The estimated total cost is \$0.000 million.

Requested TIP Revision

Action Taken

This request is to add \$34.000 million of National Electric Vehicle Formula Program (NEVFP) funds for Engineering, Right of Way, and Construction (ERC) in Federal Fiscal Year (FFY) 2026.

Reason for Change

This increase is to support FFY 2026 authorizations for two NEVI contracts (NEVI-North and NEVI-South).

Fiscal Constraint

Fiscal constraint is maintained through federal funds available from the Electric Vehicle Infrastructure Program.

TIP Transaction

Pending TIP Programming Table

MPO	PHASE	FUND	2026	2027	2028	2029	Total	2030-2035
Statewide	ERC	NEVFP	34.000				34.000	
		TOTAL (\$ million)	34.000				34.000	

NJTPA TIP FY 2026 - 2029 Revision Package ID # 26015

Local Safety/ High Risk Rural Roads Program - 04314

Project Description

The Local Safety Program provides funds to counties and municipalities for the improvement of high-risk safety locations based on addressing fatal and serious injury crashes in the region. This program also includes design assistance offered to counties and municipalities for LSP projects. Depending upon the previous crash history, this program may encompass certain set aside funding per year for High-Risk Rural Roads, for safety countermeasures on rural major or minor roads, or on rural local roads.

DBNUM 04314 sponsored by Local Lead, is located across various counties and municipalities, and is classified as a Direct Safety project with an air quality code of "S6 (Exempt)". The estimated total cost is \$280.000 million.

Requested TIP Revision

Action Taken

This request is to add \$5.761 million of Highway Safety Improvement Program (HSIP) funds for Engineering, Right of Way, and Construction (ERC) in Federal Fiscal Year (FFY) 2026, and \$24.652 million of Highway Safety Improvement Program–Vulnerable Road User Safety (HSIP-VRUS) funds for ERC in FFY 2026, an overall increase of \$30.413 million.

Reason for Change

This increase is to support remaining FFY 2026 authorizations along various routes in Monmouth, Passaic, Essex, Hudson, Middlesex, and Somerset counties.

Fiscal Constraint

Fiscal constraint is maintained by adding funds from unobligated balances.

TIP Transaction

Current TIP Programming Table

MPO	PHASE	FUND	2026	2027	2028	2029	Total	2030-2035
NJTPA	ERC	HSIP	27.252	28.000	28.000	28.000	111.252	168.000
NJTPA	ERC	HSIP-VRUS	0.748				0.748	
TOTAL (\$ million)			28.000	28.000	28.000	28.000	112.000	168.000

Pending TIP Programming Table

MPO	PHASE	FUND	2026	2027	2028	2029	Total	2030-2035
NJTPA	ERC	HSIP	33.013	28.000	28.000	28.000	117.013	168.000
NJTPA	ERC	HSIP-VRUS	25.400				25.400	
TOTAL (\$ million)			58.413	28.000	28.000	28.000	142.413	168.000

NJTPA TIP FY 2026 - 2029 Revision Package ID # 26015

Oak Tree Road Bridge, CR 604 - 99316

Project Description

Initiated by the Bridge Management System, this will examine replacing the structurally deficient and functionally obsolete bridge over Conrail-Lehigh Valley RR, built in 1931. The bridge may be widened to accommodate increased traffic volume and to meet wider approach roadway width.

DBNUM 99316 sponsored by NJDOT, is located in Middlesex County, including Edison Twp at mileposts 0.32-0.53, and is classified as a Bridge Preservation project with an air quality code of "S19 (Exempt)". The estimated total cost is \$63.465 million.

Requested TIP Revision

Action Taken

This request is to move \$28.900 million of Surface Transportation Block Grant Program–Flexible (STBGP-FLEX) funds for Construction (CON) from Federal Fiscal Year (FFY) 2026 to FFY 2027, and increase STBGP-FLEX funding in FFY 2027 from \$28.900 million to \$55.400 million; a shift to align the project with anticipated need and an overall increase of \$26.500 million.

Reason for Change

These changes are necessary to accommodate significant cost escalation and refined Final Design requirements, including increased costs for structural materials, excavation, earthwork, utility relocations, mobilization, and site clearing; adjustments to unit pricing to reflect project complexity and contractor risk; as well as revisions for water main relocations, additional staging and aesthetic elements, and previously unaccounted-for railroad flagging, insurance, and vibration monitoring requirements.

Fiscal Constraint

Fiscal constraint is maintained through a fiscal constraint bank which contains a net zero or positive balance in the first four years (FY 26 through FY 29).

TIP Transaction

Current TIP Programming Table

MPO	PHASE	FUND	2026	2027	2028	2029	Total	2030-2035
NJTPA	CON	STBGP-FLEX	28.900				28.900	
		TOTAL (\$ million)	28.900				28.900	

Pending TIP Programming Table

MPO	PHASE	FUND	2026	2027	2028	2029	Total	2030-2035
NJTPA	CON	STBGP-FLEX		55.400			55.400	
		TOTAL (\$ million)		55.400			55.400	

NJTPA TIP FY 2026 - 2029 Revision Package ID # 26015

Route 80 EB, Retaining Wall replacement, Hardwick and Knowlton Townships - 22360

Project Description

Route 80 EB, Retaining Wall replacement, Hardwick and Knowlton The overall purpose of this project is to address the subject wall’s poor structural condition and meet current serviceability requirements by addressing the wall’s minimal reinforcement. This is a high priority project, given the pressing structural needs associated with the wall, for which three phases of engineering services are proposed that would be administered by CPM.

DBNUM 22360 sponsored by NJDOT, is located in Warren County, including Hardwick Twp, Knowlton Twp at mileposts 1.2-1.5, and is classified as a Bridge Preservation project with an air quality code of "S2 (Exempt)". The estimated total cost is \$106.050 million.

Requested TIP Revision

Action Taken

This request is to move \$106.050 million of National Highway Performance Program (NHPP) funding for Construction (CON) from Federal Fiscal Year (FFY) 2026 to FFY 2030; a shift to align with anticipated project need.

Reason for Change

These changes are necessary to accommodate complex environmental clearances associated with the project’s location within the Delaware Water Gap National Recreation Area

Fiscal Constraint

Fiscal constraint is maintained through a fiscal constraint bank which contains a net zero or positive balance in the first four years (FY 26 through FY 29).

TIP Transaction

Current TIP Programming Table

MPO	PHASE	FUND	2026	2027	2028	2029	Total	2030-2035
NJTPA	CON	NHPP	106.050				106.050	
TOTAL (\$ million)			106.050				106.050	

Pending TIP Programming Table

MPO	PHASE	FUND	2026	2027	2028	2029	Total	2030-2035
NJTPA	CON	NHPP						106.050
TOTAL (\$ million)								106.050

NJTPA TIP FY 2026 - 2029 Revision Package ID # 26015

Route 80/15 Interchange - 93139

Project Description

This project will: provide the missing Rt. 15 Northbound/Southbound to I-80 Eastbound/Westbound ramp to reduce congestion within Wharton and to provide direct access to the interstate; improve the acceleration lane from Rt.15 to I-80 Westbound to improve its safety and operation; reconstruct the intersection of Rt. 15 & Dewey Ave. to improve its level of service; improve the weaving length between North Main St. & Ramp “K”; improve the geometry of Ramp “I” to enhance truck movements; and improve the lane width and add shoulders at the merge of Rt. 15 Northbound and I-80 Westbound to improve its operation and safety. Along with the four structures listed, Structure #1413152 is also a part of this project

DBNUM 93139 sponsored by NJDOT, is located in Morris County, including Wharton Boro, Rockaway Twp at mileposts Rt 80: 33.04-34.07, Rt 15: 1.53-2.95, and is classified as a Road Enhancement project with an air quality code of "NR3 (Exempt)". The estimated total cost is \$267.700 million.

Requested TIP Revision

Action Taken

This request is to increase and move National Highway Performance Program (NHPP) funding from \$59.500 million in Federal Fiscal Year (FFY) 2028, \$50.000 million in FFY 2029, and \$50.000 million in FFY 2030 to \$75.000 million in FFY 2029, \$64.500 million in FFY 2030, and \$64.500 million in FFY 2031; a shift to align with anticipated need and overall increase of \$44.500 million.

Reason for Change

This increase is necessary to address the updated construction cost estimate as discussed in the Financial Plan Update. Major factors contributing to the increase include higher bridge material costs, the need for more retaining walls, increased construction engineering and inspection costs, and higher abandoned mine mitigation costs. In addition, the Right-of-Way acquisition process required revisions to documentation which shifted the date of Construction authorization.

Fiscal Constraint

Fiscal constraint is maintained by adding funds from unobligated balances.

TIP Transaction

Current TIP Programming Table

MPO	PHASE	FUND	2026	2027	2028	2029	Total	2030-2035
NJTPA	CON	NHPP			59.500	50.000	109.500	50.000
		TOTAL (\$ million)			59.500	50.000	109.500	50.000

Pending TIP Programming Table

MPO	PHASE	FUND	2026	2027	2028	2029	Total	2030-2035
NJTPA	CON	NHPP			0.000	75.000	75.000	129.000
		TOTAL (\$ million)			0.000	75.000	75.000	129.000

NJTPA TIP FY 2026 - 2029 Revision Package ID # 26015

Route 287, Route 202 to Ramapo River - 14359

Project Description

This project will repair the concrete pavement within the project limits.

DBNUM 14359 sponsored by NJDOT, is located in Morris, Bergen, Passaic County, including Montville Twp, Kinnelon Boro, and Pequannock Twp, at mileposts 47.1-58.4, and is classified as a Road Preservation project with an air quality code of "S10 (Exempt)". The estimated total cost is \$141.680 million.

Requested TIP Revision

Action Taken

This request is to advance and increase National Highway Performance Program (NHPP) funding for Construction (CON) from 23.289 million in Federal Fiscal Year (FFY) 2026 and \$80.211 million in FFY 2027 to a total phase amount of \$136.500 million in FFY 2026; a shift to align with anticipated need and overall increase of \$33.000 million.

Reason for Change

This increase is necessary to address increased full-depth pavement quantities, higher mobilization costs, updated construction engineering costs based on revised NJDOT staffing requirements, and the addition of New Jersey State Police traffic control services.

Fiscal Constraint

Fiscal constraint is maintained by adding funds from unobligated balances.

TIP Transaction

Current TIP Programming Table

MPO	PHASE	FUND	2026	2027	2028	2029	Total	2030-2035
NJTPA	CON	NHPP	23.289	80.211			103.500	
		TOTAL (\$ million)	23.289	80.211			103.500	

Pending TIP Programming Table

MPO	PHASE	FUND	2026	2027	2028	2029	Total	2030-2035
NJTPA	CON	NHPP	136.500	0.000			136.500	
		TOTAL (\$ million)	136.500	0.000			136.500	

NJTPA TIP FY 2026 - 2029 Revision Package ID # 26015

Safety Programs - 19370

Project Description

This program uses Highway Safety Improvement Program (HSIP) funding to support eligible Safety Improvement Projects and Pedestrian Safety Improvement Projects, including engineering, ROW and Construction activities intended to reduce fatalities and serious injuries on New Jersey roadways using both hotspot and systemic projects. Examples of some of these improvements are: safety improvements to install safety countermeasures such as utility pole mitigation, roundabouts, road diets, and other FHWA Proven Safety Countermeasures, including innovative technology – in order to reduce crashes and crash severities on New Jersey’s state roads. The state funding is intended for low cost safety improvement projects using in-house design and construction.

DBNUM 19370 sponsored by NJDOT, is located across various counties and municipalities, and is classified as a Direct Safety project with an air quality code of "S6 (Exempt)". The estimated total cost is \$297.589 million.

Requested TIP Revision

Action Taken

This request is to add \$36.928 million of Highway Safety Improvement Program (HSIP) funds for Engineering, Right of Way, and Construction (ERC) in Federal Fiscal Year (FFY) 2026, and \$2.592 million of Highway Safety Improvement Program–Vulnerable Road User Safety (HSIP-VRUS) funds for ERC in FFY 2026, an overall increase of \$39.520 million.

Reason for Change

This increase is to support remaining FFY 2026 authorizations along various routes in the NJTPA region.

Fiscal Constraint

Fiscal constraint is maintained by adding funds from unobligated balances.

TIP Transaction

Current TIP Programming Table

MPO	PHASE	FUND	2026	2027	2028	2029	Total	2030-2035
Statewide	ERC	HSIP	14.361	10.124	5.615	12.933	43.033	109.011
Statewide	ERC	HSIP-VRUS	12.028	5.269	5.914	12.765	35.976	82.131
Statewide	ERC	STATE	0.188	1.250	1.250	3.250	5.938	31.500
TOTAL (\$ million)			26.577	16.643	12.779	28.948	84.947	222.642

Pending TIP Programming Table

MPO	PHASE	FUND	2026	2027	2028	2029	Total	2030-2035
Statewide	ERC	HSIP	51.289	10.124	5.615	12.933	79.961	109.011
Statewide	ERC	HSIP-VRUS	14.620	5.269	5.914	12.765	38.568	82.131
Statewide	ERC	STATE	0.188	1.250	1.250	3.250	5.938	31.500
TOTAL (\$ million)			66.097	16.643	12.779	28.948	124.466	222.642

DBNUM 13323- Bridge Preventive Maintenance

Project Name	COST (M)	FUND
Route 24 Bridge Preventive Maint. Contract, 2024	\$15.000	NHPP
Re-Advertisement, Preventive Maint. Contract, 2023-3	\$10.000	NHPP
Route 7 & Boonton Line (Abandoned) Preventive Maint. Contract, 2024	\$4.500	STBGP-FLEX
Drawbridge Preventive Maintenance Contract 2026-1	\$18.000	STBGP-FLEX
Maintenance Orphan Bridge Repair Contract, Statewide 2025 (OFF-SYSTEM)	\$4.000	BFP-OS-BRDG or STBGP-OS-BRDG
Route I-78 & RT NJ 24 (OFFSYS) Prevent. Maint. & Painting Contract 2026-1	\$16.000	BFP-OS-BRDG or STBGP-OS-BRDG
Route I-287(OFFSYS) Preventive Maint. & Painting Contract 2026-2	\$16.000	BFP-OS-BRDG or STBGP-OS-BRDG
	\$83.500	

DBNUM 04314- Local Safety. High Risk Rural Roads Program

Project Name	COST (M)	Funds	Counties
Stagecoach Road (CR 524) - Corridor-Phase II	\$1.770	HRRR	Monmouth
Lakeview Ave. (CR 624) from Crooks Avenue to Market Street-FD	\$0.274	HSIP	Passaic
Bloomfield Avenue and Ridgewood Avenue in Bloomfield and Glen Ridge - 10 intersections	\$1.367	HSIP	Essex
Bloomfield Avenue in Newark and Belleville - 15 Intersections	\$11.540	HSIP	Essex
Sip Avenue from Truck Rt. 1/9 to Bergen Avenue	\$5.421	HSIP	Hudson
Montgomery Street Intersection Improvements	\$3.729	HSIP	Hudson
Main Street (CR 531) from Talmadge Avenue to Brunswick Avenue	\$7.965	HSIP	Middlesex
Holmdel Road (CR 40) at N. Beers Street/Crape Myrtle Drive Intersection-ROW	\$0.225	HSIP	Monmouth
Easton Avenue (CR 527) at Demott Lane-ROW	\$0.490	HSIP	Somerset
	\$32.781		

Project Name	COST (M)	Funds	Counties
JF Kennedy Boulevard (CR 501) and Paterson Plank Road (CR 681)	\$21.000	HSIP-VRUS	Hudson
Marin Blvd	\$3.300	HSIP-VRUS	Hudson
Hamilton Street (CR 514) from Vanderbilt Avenue to the Middlesex County line-FD	\$0.352	HSIP-VRUS	Somerset
	\$24.652		

DBNUM 19370 - Safety Programs

Project Name	COST (M)	FUND
Rt 10, Okner Parkway to CR 508 (W Northfield Avenue)	\$3.800	HSIP
RT 17, Cameron Road to Parkway - 0017311	\$2.500	HSIP
Route NJ 37 and Hooper Avenue (CR 549)	\$3.500	HSIP
Gertzen Plaza	\$0.487	HSIP
Malcolm Avenue	\$0.398	HSIP
Center Avenue (CR 643)	\$0.325	HSIP
Fairfield Road (CR 679)	\$0.306	HSIP
Laurel Avenue	\$0.454	HSIP
Bellevue Avenue	\$0.500	HSIP
Ridge Street	\$0.326	HSIP
Main Street	\$0.341	HSIP
Main Street	\$0.343	HSIP
Love Lane	\$0.343	HSIP
Osborne Avenue	\$0.662	HSIP
Fourth Street	\$0.315	HSIP
Asbury Road	\$0.190	HSIP
Megill Road	\$0.190	HSIP
Wayside Road (CR 38)	\$0.315	HSIP
Sandfield Road	\$0.270	HSIP
Park Avenue	\$0.311	HSIP
Rossevelt Avenue	\$0.691	HSIP
White Road	\$0.630	HSIP
Monroe Street	\$0.410	HSIP
School Road	\$0.387	HSIP
Bangs Avenue	\$0.736	HSIP
Church Street	\$0.740	HSIP

Project Name	COST (M)	FUND
VRU Route 1&9, 50st Street to Division Street, Safety improvements, North Bergen MP 58.44 to 60.6- 0001357	\$3.000	HSIP-VRUS
VRU Route 33, Wayside Road to Route 71 (Main Street)	\$3.000	HSIP-VRUS
VRU Mid-Block Crosswalk Improvements, Central	\$2.000	HSIP-VRUS
VRU Route 1&9, North Avenue Intersection	\$0.100	HSIP-VRUS
	\$11.500	

DBNUM 93139 - Route 80-15 Interchange Financial Plan, Annual Update Summary:

- As outlined in Title 23, Section 106 of the United States Code, recipients of federal financial assistance for projects with a total cost from \$100 million to \$500 million are required to prepare a financial plan prior to the first federal construction authorization and annual updates until the completion of the project.
- The Route 80/15 Interchange project falls into this category. An initial financial plan was prepared by NJDOT in 2021 and has been updated every year. NJDOT provides a draft copy of the annual financial plan update for Central Staff's review for compliance and consistency with the TIP.
- This project provides new ramp connections from Route 80 eastbound to Route 15 southbound and from Route 15 northbound to Route 80 westbound, as direct ramp connections for these two traffic movements are currently unavailable within the interchange.
- Upon completion of the Preliminary Engineering phase, the original Route 80/15 Interchange project was broken out into two separate projects that will independently proceed through the Final Design and Construction phases: Route 15 Northbound (NB), Bridge over Abandoned Mount Hope Mineral Railroad & Route 80/15 Interchange. The Route 15 NB, Bridge over Abandoned Mount Hope Mineral Railroad breakout project (DBNUM 93139A) authorized Construction at the end of FY 2026 and the project is estimated to be completed in summer 2029. Route 80/15 Interchange anticipates Construction in April 2030 and is estimated to be completed in 2034.
- The project has expended \$18.6 million to date or almost 7 percent of the current total project estimate.
- The most recent update reflects a current total project cost of \$267.7 million, an overall increase of \$57.9 million from the previous plan update. Major factors contributing to the increase include higher bridge material costs, the need for more retaining walls, increased construction engineering and inspection costs, and higher abandoned mine mitigation costs. In addition, the Right-of-Way acquisition process required revisions to documentation which shifted the date of Construction authorization.
- The 2026 TIP revision to reflect the above changes on the June 15, 2026 Joint Committee agenda and anticipated for the July 13, 2026 Board meeting.
- The financial plan update does not indicate any changes to the project's air quality conformity.

DBNUM 14359 - Route 287, Route 202 to Ramapo River Financial Plan, Annual Update Summary:

- As outlined in Title 23, Section 106 of the US Code, recipients of federal assistance for projects with a total cost from \$100 to \$500 million are required to prepare a financial plan prior to the first construction authorization and annual updates until the completion of the project.
- The Route 287, Route 202 to Ramapo River project falls into this category. An initial financial plan was prepared by NJDOT last year and we've been provided with the yearly update for our review.
- This project will rehabilitate an 11.3 mile section of Route 287 between mileposts 47.1 and 58.4, by repairing deteriorated concrete pavement and shoulders, applying a high-performance overlay, resurfacing select ramps, and upgrading roadside elements such as guiderail, drainage grates, traffic signals, and pedestrian facilities to current standards. It also replaces guiderail to meet current requirements, modifies bridge parapets, installs new crash cushions, replaces six ramp signals, improves truck turning radii at select ramps, brings all inlet grates and curb pieces to bicycle-safe designs, cleans and inspects drainage pipes, and upgrades ground-mounted signage.
- The project is currently in the final design phase. The project has expended \$3.14 million or 2 percent percent of the current project estimate.
- The plan reflects a current total project cost of \$140.25 million, and overall increase of \$33 million from the previous plan. Major factors contributing to the increase include full-depth pavement quantities, higher mobilization costs, updated construction engineering costs based on revised NJDOT staffing requirements, and the addition of New Jersey State Police.
- Construction was authorized at the end of FY 2026 and the project is scheduled to start in February 2027 with a completion date in Spring 2031.
- The 2026 TIP revision to reflect the above changes on the June 15, 2026 Joint Committee agenda and anticipated for the July 13, 2026 Board meeting.
- The financial plan update does not indicate any changes to the project's air quality conformity.

Summary of Action
Modification to the FY 2026 – 2029 Transportation Improvement Program
as requested by NJDOT

Action:

Authorization to revise the Transportation Improvement Program (TIP) for the item(s) listed below, as requested by NJDOT and outlined in the accompanying documentation.

- **Delaware & Raritan Canal Bridges, Hunterdon, Mercer, Middlesex, and Somerset County - DBNUM 15322**
- **Mobility and Systems Engineering Program, Statewide - DBNUM 13306**
- **Route 4, Bridge over Palisade Avenue, Windsor Road and CSX Railroad, Bergen County - DBNUM 065C**

Background:

NJTPA Central Staff, in coordination with the relevant subregions, have conducted a review of the requested amendment. The air quality conformity determination remains unaffected, and fiscal constraint continues to be upheld.

According to the Statewide Transportation Improvement Program/TIP Memorandum of Understanding, 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.

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 # 26014

Delaware & Raritan Canal Bridges - 15322

Project Description

Initiated by the Bridge Management System, this program provides funding for improvements to structures along the Delaware and Raritan (D&R) Canal. Locations include, but are not limited to: Carnegie Road, Bridge over D&R Feeder Canal; County Route (CR) 571 (Washington Road), Bridge over D&R Canal; Landing Lane (CR 609), Bridge over D&R Canal, Route 206, Bridge over D&R Feeder Canal; Hermitage Avenue, Bridge over D&R Feeder Canal; River Drive, Bridge over D&R Feeder Canal; Bridge over D&R Canal at Lock No. 3; Coryell Street, Bridge over D&R Feeder Canal; CR 533 (Quaker Road), Bridge over D&R Canal; Manville Causeway (CR 623), Bridge over D&R Canal; Griggstown Causeway (CR 632), Bridge over D&R Canal; CR 527 (Main Street), Bridge over D&R Canal; and Chapel Drive at CR 623, Bridge over D&R Canal. The following federal appropriation was repurposed to this project: DEMO ID# NJ 289.

DBNUM 15322 sponsored by NJDOT, is located in Mercer, Hunterdon, Middlesex, Somerset County across various municipalities, and is classified as a Bridge Preservation project with an air quality code of "S19 (Exempt)". The estimated total cost is \$211.413 million.

Requested TIP Revision

Action Taken

This request is to remove \$16.805 million of Surface Transportation Block Grant Program - Flexible (STBGP-Flex) funds for Engineering, Right of Way, and Construction (ERC) in Federal Fiscal Year (FFY) 2026, reducing the total to \$10.280 million.

Reason for Change

This decrease represents amounts that will not be utilized in FFY 2026 under this line item and can be redirected to support FFY 2026 authorizations for other TIP projects and programs.

Fiscal Constraint

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

TIP Transaction

Current TIP Programming Table

MPO	PHASE	FUND	2026	2027	2028	2029	Total	2030-2035
Statewide	ERC	BFP-OS-BRDG	0.930				0.930	
Statewide	ERC	STBGP-FLEX	27.085	15.100	56.825	50.020	149.030	10.800
Statewide	ERC	STBGP-OS-BRDG		5.575	2.200	1.370	9.145	41.509
TOTAL (\$ million)			28.015	20.675	59.025	51.390	159.105	52.309

Pending TIP Programming Table

MPO	PHASE	FUND	2026	2027	2028	2029	Total	2030-2035
Statewide	ERC	BFP-OS-BRDG	0.930				0.930	
Statewide	ERC	STBGP-FLEX	10.280	15.100	56.825	50.020	132.225	10.800
Statewide	ERC	STBGP-OS-BRDG		5.575	2.200	1.370	9.145	41.509
TOTAL (\$ million)			11.210	20.675	59.025	51.390	142.300	52.309

NJTPA TIP FY 2026 - 2029 Revision Package ID # 26014

Mobility and Systems Engineering Program - 13306

Project Description

This combined program seeks to improve mobility inclusive of but not limited to Intelligent Transportation Systems (ITS), monitoring Work zone Mobility and Advanced Traveler Information System (ATIS) programs. A combined program will allow for improved, cohesive and sustainable planning, design, procurement and deployment of operations' strategies such as ITS technologies and ATIS. Federal mandates such as: (a) following and maintaining ITS Architecture, (b) preparing TMPs for major construction projects, (c) motorist's information sharing (511), (d) "Every Day Counts" initiatives, (e) hard shoulder use, (f) performance measures and, (g) maintenance/upgrade/enhancement of existing ITS infrastructure and hardware are covered under this program. This program also includes review and development of new technology such as Connected Vehicle and the possible application, design, procurement, testing and deployment of such technologies. The development of contract documents and engineering plans for various projects and ITS contracts is also included. This program includes technical and engineering support needed for the Traffic Operations Centers development, enhancement and maintenance of the existing ITS infrastructure, ATIS associated database and funding for Multimodal Transportation Coordination and Information Related Services.

DBNUM 13306 sponsored by NJDOT, is located across various counties and municipalities, and is classified as a ITS and Incident Management project with an air quality code of "Not Applicable" (Exempt). The estimated total cost is \$208.000 million.

Requested TIP Revision

Action Taken

This request is to add \$12.389 million in National Highway Performance Program (NHPP) funds for Engineering and Construction (EC) in Federal Fiscal Year (FFY) 2026, increasing the total to \$29.639 million.

Reason for Change

This increase is necessary to address ongoing ITS maintenance needs, including a refresh of the Road Weather Information System, support for emergency repairs beyond in-house staff capacity, and maintenance of the additional devices installed for FIFA and related device upgrades.

Fiscal Constraint

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

TIP Transaction

Current TIP Programming Table

MPO	PHASE	FUND	2026	2027	2028	2029	Total	2030-2035
Statewide	EC	NHPP	17.250	20.000	20.000	20.000	77.250	104.000
Statewide	EC	STATE	2.000	2.250	2.250	2.250	8.750	15.250
Statewide	EC	STBGP-FLEX	2.750				2.750	
TOTAL (\$ million)			22.000	22.250	22.250	22.250	88.750	119.250

Pending TIP Programming Table

MPO	PHASE	FUND	2026	2027	2028	2029	Total	2030-2035
Statewide	EC	NHPP	29.639	20.000	20.000	20.000	89.639	104.000
Statewide	EC	STATE	2.000	2.250	2.250	2.250	8.750	15.250
Statewide	EC	STBGP-FLEX	2.750				2.750	
TOTAL (\$ million)			34.389	22.250	22.250	22.250	101.139	119.250

NJTPA TIP FY 2026 - 2029 Revision Package ID # 26014

Route 4, Bridge over Palisade Avenue, Windsor Road and CSX Railroad - 065C

Project Description

Initiated from the Bridge Management System, this project will replace the bridge, built in 1931. Approach roadway work and improvement of the Belle Avenue intersection will be included.

DBNUM 065C sponsored by NJDOT, is located in Bergen County, including Teaneck Twp at mileposts 6.80 - 7.20, and is classified as a Bridge Preservation project with an air quality code of "S19, NR3 (Exempt)". The estimated total cost is \$98.809 million.

Requested TIP Revision

Action Taken

This request is to add \$15.160 million of Bridge Formula Program (BFP) funds for Construction in Federal Fiscal Year (FFY) 2026, increasing the total to \$89.160 million.

Reason for Change

This increase is necessary to address the recent escalation in structural steel costs, rising prices for several bid items, additional bid item quantities in response to subject matter expert input, and increased utility relocation costs.

Fiscal Constraint

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

TIP Transaction

Current TIP Programming Table

MPO	PHASE	FUND	2026	2027	2028	2029	Total	2030-2035
NJTPA	CON	BFP	74.000				74.000	
TOTAL (\$ million)			74.000				74.000	

Pending TIP Programming Table

MPO	PHASE	FUND	2026	2027	2028	2029	Total	2030-2035
NJTPA	CON	BFP	89.160				89.160	
TOTAL (\$ million)			89.160				89.160	

Summary of Action

Modification to the FY 2026 – 2029 Transportation Improvement Program as requested by NJTPA

Action:

Authorization to revise the Transportation Improvement Program (TIP) for the item(s) listed below, as requested by NJTPA and outlined in the accompanying documentation.

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

- **Section 5310 Program, Statewide - DBNUM T150**

Background:

The Bipartisan Infrastructure Law, enacted as the Infrastructure Investment and Jobs Act (IIJA) (Pub. L. 117-58) on November 15, 2021, established the Carbon Reduction Program (CRP). The CRP provides funding for projects that reduce transportation emissions, defined as carbon dioxide emissions from on-road highway sources. The NJTPA is responsible for programming its allocation of CRP funds for urbanized areas to eligible projects that meet federal requirements.

This TIP action is necessary to transfer CRP funds and advance eligible NJ TRANSIT projects within the NJTPA region. These projects were jointly identified and designated by NJTPA Central Staff and NJ TRANSIT. The funds will be transferred (“flexed”) from the Federal Highway Administration to the Federal Transit Administration for obligation under NJ TRANSIT’s Enhanced Mobility of Seniors and Individuals with Disabilities Program.

A total of \$10 million in CRP funds will be flexed to support ADA paratransit and community transportation providers. This includes \$7.7 million for the implementation of new Access Link software to modernize and enhance technology supporting ADA complementary paratransit services, consistent with eligibility under 23 U.S.C. §142. An additional \$2.3 million will support the procurement of up to 13 replacement vehicles for use by Community Transportation Providers, including the Access Link program. The total includes a 10 percent NJ TRANSIT administrative fee of \$1 million.

NJTPA Central Staff reviewed the requested amendment. The air quality conformity determination remains unaffected, and fiscal constraint continues to be upheld.

According to the Statewide Transportation Improvement Program/TIP Memorandum of Understanding, 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 guidelines and specified threshold to be approved by the Project Prioritization Committee.

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 # 26018

NJTPA Carbon Reduction Program - N2309

Project Description

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 sponsored by NJTPA, is classified as an Environment and Resilience project with an air quality code of "AQ2 (Exempt)". The estimated total cost is \$161.206 million, and is located across various counties and municipalities.

Requested TIP Revision

Action Taken

This request is to remove \$10.000 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 \$2.957 million.

Reason for Change

The funds will be transferred to the Section 5310 Program for purchase of Access Link software for ADA complementary paratransit local services and up to 13 new replacement vehicles for community transportation providers.

Fiscal Constraint

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

TIP Transaction

Current TIP Programming Table

MPO	PHASE	FUND	2026	2027	2028	2029	Total	2030-2035
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

Pending TIP Programming Table

MPO	PHASE	FUND	2026	2027	2028	2029	Total	2030-2035
NJTPA	ERC	CR-ALLEN	0.070	0.071	0.073	0.074	0.289	0.478
NJTPA	ERC	CR-NY/NWK	2.957	14.945	15.244	15.549	48.796	100.048
TOTAL (\$ million)			3.127	15.017	15.317	15.624	49.085	100.526

NJTPA TIP FY 2026 - 2029 Revision Package ID # 26018

Section 5310 Program - T150

Project Description

The Enhanced Mobility of Seniors and Individuals with Disabilities - Section 5310 program provides funds to help meet the transportation needs of older adults and people with disabilities. Agencies that provide such services are eligible for funding to purchase small buses or van-type vehicles, wheelchair lifts, ramps, and securement devices, among other eligible activities. MATCH funds are provided from the State.

Added \$10.000 million of CR-NY/NWK, flexed in FY2026, to fund the purchase of Access Link software for ADA complementary paratransit local services and up to 13 new replacement vehicles for community transportation providers.

DBNUM T150 sponsored by NJ TRANSIT, is classified as a Transit Enhancement project with an air quality code of "MT10 (Exempt)". The estimated total cost is \$103.072 million, and is located across various counties and municipalities.

Requested TIP Revision

Action Taken

This request is to add \$10.000 million of Carbon Reduction-New York/Newark (CR-NY/NWK) funds for capital acquisition (CAP) in FFY 2026.

Reason for Change

This action is necessary for purchase of Access Link software for ADA complementary paratransit local services and up to 13 new replacement vehicles for community transportation providers.

Fiscal Constraint

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

TIP Transaction

Current TIP Programming Table

MPO	PHASE	FUND	2026	2027	2028	2029	Total	2030-2035
NJTPA	CAP	SECT 5310	8.221	8.468	8.637	8.810	34.136	56.686
NJTPA	CAP	STATE	1.225	1.225	1.225	1.225	4.900	7.350
TOTAL (\$ million)			9.446	9.693	9.862	10.035	39.036	64.036

Pending TIP Programming Table

MPO	PHASE	FUND	2026	2027	2028	2029	Total	2030-2035
NJTPA	CAP	CR-NY/NWK	10.000				9.900	
NJTPA	CAP	SECT 5310	8.221	8.468	8.637	8.810	34.136	56.686
NJTPA	CAP	STATE	1.225	1.225	1.225	1.225	4.900	7.350
TOTAL (\$ million)			19.346	9.693	9.862	10.035	48.936	64.036