



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

CHARLES KENNY, CHAIR
BOARD MEETING AGENDA

July 13, 2026

10:30 a.m.

Middlesex College

2600 Woodbridge Ave., Edison, New Jersey 08818

Chambers Hall, Dorothy Powers Board Room, First Floor

Public comments can be made in-person or via a special Zoom meeting link which requires registration in advance at NJTPA@NJTPA.org by Thursday, July 9.

- A. Open Public Meetings Act Compliance
 - B. Salute to the Flag
 - C. Roll Call
 - D. Approval of Minutes
 - E. Chair's Remarks
 - F. Executive Director's Report
 - G. Presentation: NJ TRANSIT's LAND Plan – Megan Massey, Director, Transit Friendly Planning, NJ TRANSIT
 - H. Committee Reports/Action Items*
- Project Prioritization Committee – Commissioner Jason J. Sarnoski, Chair
 - 1. Minor Amendment to the FY 2026-2029 Transportation Improvement Program as requested by the NJTPA (Attachments H.1.a, H.1.b, H.1.c)
 - Local CMAQ Initiatives, Regionwide
 - Small/Special Services Program, Statewide
 - 2. Minor Amendment to the FY 2026-2029 Transportation Improvement Program as requested by NJDOT (Attachments H.2.a, H.2.b, H.2.c)
 - 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

• Planning and Economic Development Committee – Commissioner Michèle Delisfort, Chair

• Freight Initiatives Committee – Commissioner Stephen Shaw, Chair

I. Public Participation

J. Time and Place of Next Meeting: The next meeting of the NJTPA is September 14, 2026, at 10:30 a.m. and will be held at One Newark Center (1085 Raymond Blvd.), Newark, NJ 07102.

K. Adjournment

* Following the Committee Reports, there will be an opportunity for public comment prior to any Action Item vote.



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

Board Meeting Minutes May 11, 2026

A. Open Public Meetings Act Compliance

Chairman Charles Kenny, Middlesex County Commissioner, called the meeting to order at 10:30 a.m. Denise Truvillion, Central Staff, reported that the meeting was being held in accordance with the Open Public Meetings Act, Chapter 231, P.L.1975. Adequate notice of the meeting was also forwarded to the *Star Ledger*, the *Asbury Park Press*, the *Courier News*, the *Home News Tribune*, the *New Jersey Herald*, and *The Daily Record*. It was also posted at the Essex County Hall of Records in Newark.

B. Salute to the Flag

The Chairman led the room in a salute to the flag.

C. Roll Call

Ms. Truvillion called the roll, and 19 voting members were in attendance. (Attachment 1).

D. Approval of Minutes

Morris County made a motion to approve the minutes of the March 9, 2026 meeting; Warren County seconded and the motion carried with one abstention from Jersey City.

E. Chair Remarks

Chairman Kenny welcomed Jim Kirkos, President and CEO of the Meadowlands Chamber, the featured presenter. He said while the last Board meeting focused on transportation surrounding the upcoming FIFA World Cup, this meeting will highlight the fan celebrations planned around the region, including the Flag Cities events Mr. Kirkos is working on. He added that anyone who missed the presentation at our Joint Committee meeting last month could review NJTPA's [*From Streets to Stadiums*](#) placemaking guide. He said this is a great resource for communities interested in putting on their own World Cup celebrations.

Chairman Kenny said Union County Commissioner Michèle Delisfort, Chair of the Planning and Economic Development Committee, would talk about the guide more in her report, and it has some inspiring ideas for staging an event or crafting a soccer-themed demonstration project, along with a list of materials and instructions for their use. The guide and information about the NJTPA's Demonstration Library are available at njtpa.org. Central Staff also recently published articles on placemaking and the World Cup the topic in *InTransition*, our transportation-themed online magazine.

One last note on the World Cup – Central Staff recently shared some resources from NJDOT with the subregions and municipalities in our region to help get the word out about reducing non-essential travel on match days. To help reduce congestion as much as possible and avoid getting stuck in traffic, residents are strongly encouraged to: skip non-essential travel on match days, plan alternate routes for commutes, avoid driving near stadiums

where matches are happening between five hours before and five hours after kickoff; try to carpool when possible and check for travel alerts at 511nj.org

Due to festivities being planned in and around Newark, Chairman Kenny said the NJTPA will relocate our July Board meeting to Middlesex College in Edison, New Jersey.

In conclusion, he also shared another resource that the NJTPA has developed, aimed to help communities prepare for extreme weather events. [*Resilience Hubs - A Community Roadmap*](#), is a guidebook and toolkit that offers steps for planning and implementing a resilience hub. A resilience hub is a multi-functional place that provides crucial community support before, during, and after extreme weather events. These facilities can provide shelter for residents evacuating a flood zone or relief from extreme cold or hot temperatures.

The NJTPA and New Jersey Department of Environmental Protection held a webinar on Resilience Hubs May 5.

Following his remarks, Commissioner Kenny asked the agencies if they had anything to report. The New Jersey Department of Transportation (NJDOT) thanked the NJTPA for helping distribute the information about reducing non-essential travel during match days. The Port Authority noted that the Newark Regional Business Partnership, at its annual spring leadership awards breakfast, honored former NJTPA Executive Director Mary K. Murphy, who recently retired from the Port Authority, and Lou Milan, who recently retired from NJ TRANSIT and had served as an NJTPA Board alternate.

F. Executive Director's Report

NJTPA Executive Director David Behrend also welcomed Mr. Kirkos to the meeting. He said he was happy to report on our NJTPA'S recent participation in the 50th Annual New Jersey TransAction Conference in Atlantic City. He said the event has grown significantly, bringing together nearly 1,500 people this year. It served as a fantastic venue for us to staff a booth and showcase the work of the NJTPA and its subregions. NJTPA staff organized seven sessions, and he thanked Commissioners Kenny, Delisfort, and Monmouth County Commissioner Thomas Arnone for moderating.

He said Commissioner Kenny's session on public engagement featured NJTPA's mascot, Sammy the Squirrel, and highlighted successful outreach for studies in Middlesex, Jersey City, Hudson, and Essex counties. Commissioner Delisfort led a discussion on municipal programs where Belmar shared how they leveraged our technical assistance to secure a \$1.1 million grant for 8th Avenue improvements, with construction set for 2027. Mr. Behrend also noted that Verona is moving to the bidding phase of a project that also started with the NJTPA's Complete Streets Technical Assistance Program.

Commissioner Arnone moderated a session on modern roundabouts, which are smaller and safer than traditional traffic circles. There has been recent success with these in Monmouth County and Newark, with another currently under construction in Livingston in Essex County. Mr. Behrend said he also participated in an MPO executive director roundtable, and staff presented on the Rumson-Sea Bright Bridge, the Morris Canal Greenway, and travel demand modeling.

He said the NJTPA also had a booth at the New Jersey Association of Counties conference May 6-8. He noted that several Board members were in attendance including Warren County Commissioner Jason J. Sarnoski, Morris County Commissioner Stephen Shaw, Hunterdon County Commissioner Susan Soloway, Somerset County Commissioner Sara Sooy and Bergen County Executive James J. Tedesco III.

Regarding federal funding, the House Transportation Committee missed its April 29 target for a reauthorization markup as lawmakers work toward a consensus on funding levels. With the introduction delayed, though a full reauthorization by the September 30 deadline seems unlikely.

Finally, The NJTPA's [Street-Smart New Jersey](#) pedestrian safety program reached a major milestone by exceeding 300 partners. Since 2013, the campaign has expanded statewide and updated its messaging to include the Safe Passing Law. Interested communities can visit [BeStreetSmartNJ.org](#) to learn more.

G. Presentation: Flag Cities 2026 – Jim Kirkos, President and CEO, Meadowlands Chamber

Mr. Kirkos said the Meadowlands Chamber realized after the 2014 Super Bowl at Met Life Stadium that it missed an opportunity to capitalize on the event. As a result, when the Chamber learned that FIFA could be coming to the Meadowlands three years ago, it began planning for ways to engage businesses, residents and visitors to boost the local economy.

The Chamber partnered with Goya, and later Hackensack Meridian Health, to plan five fan festivals, called Flag Cities, to celebrate the flags of the countries participating in matches. Thanks to a grant from the New Jersey Economic Development Authority's NJ World Cup Community Initiative, they are now planning seven, and possibly an eighth Flag Cities festival. The initial five events have been announced, and Mr. Kirkos said the additional events being added with the state funding are being finalized. The initial events will air the following matches:

- June 12 at Columbus Avenue in Jersey City: USA vs Paraguay
- June 14 at Overpeck Park in Bergen County: Germany vs. Curacao and Netherlands vs. Japan
- June 21 at Laurel Hill Park in Secaucus: Spain vs. Saudi Arabia and Belgium vs. Iran
- June 24 at Mulberry Plaza in Newark: Scotland vs. Brazil and Morocco vs. Haiti
- June 26 at Riggin Memorial Field in East Rutherford: Uruguay vs. Spain and Cape Verde vs. Saudi Arabia

The other events will be held in Bayonne and Paterson and possibly Hackensack.

When asked about attendance fees, Mr. Kirkos said tickets would be \$20 for adults and \$10 for children, except for Jersey City, which would be free thanks to event sponsors.

Mr. Kirkos noted that in addition to Flag Cities, NJPAC is hosting the North to Shore Festival with funding from the state and there are several "community experiences" planned, which are smaller events that also received state grants.

Moving on, Mr. Kirkos detailed the Chamber's market demand, financial and economic analysis for a convention and multi-use center in the Meadowlands Complex, which would replace the former arena. The Chamber received \$2.5 million from the state for an initial analysis and additional work on the plans, which call for a 460,000 square foot convention center, a connected hotel with 1,000 rooms, and the possibility of two additional hotels, one with 700 rooms and another with 500. The market analysis estimates the facility could generate \$30.4 billion in revenue over 30 years.

When asked about cost, Mr. Kirkos said the state would have to bond \$1 to \$2 billion for the project and the Chamber is conducting an analysis to identify revenue streams that could be used to repay that funding. Asked about when the project could be implemented, he said if the state were to sign off on it this year, work could

begin in 2027 and be completed in 2030. He was also asked if there were concerns about a new convention center taking business away from Atlantic City. Mr. Kirkos said the Meadowlands would be in competition with facilities in New York and should not take revenue away from Atlantic City. The presentation can be found [here](#).

H. Committee Reports/Action Items

• Project Prioritization Committee

Commissioner Sarnoski, Committee Chair, gave the report and recommended the approval of action item before the Board. The action item is minor amendments to the Fiscal Year 2026-2029 Transportation Improvement Program (TIP), requested by NJDOT. This involves reallocating \$35 million in federal funds away from the Statewide Guided Rail Upgrade Program to cover pavement projects in 2026. The action adds \$37.7 million to the statewide Pavement Preservation Program for work including a Route 1 project in Middlesex County, plus another \$42.3 million for the NJTPA Pavement Preservation Program to support various routes across Warren, Somerset, Morris, Monmouth, Middlesex, Hudson, and Hunterdon counties.

The committee also reviewed several information items, starting with three projects receiving congressionally designated funding that are being added to the TIP. These include pedestrian safety improvements on Kings Highway in Monmouth County, the Route 72 Transportation and Safety Connector in Ocean County, and improvements to County Road 653/County Avenue in Hudson County. Central staff provided a financial update on the Route 72 Manahawkin Bay Bridges project in Ocean County. While the cost is rising by \$1.7 million to handle utility pole and drainage alignment issues, there is enough funding available to cover the cost. No Board action is required for this update, and the project is expected to wrap up late this spring.

Action Item 1: Minor Amendments to the FY 2026-2029 Transportation Improvement Program as requested by the New Jersey Department of Transportation (Attachment H.1) [Details here on page 16](#).

New Jersey Department of Transportation moved the item, Hudson County seconded, and it passed unanimously.

• Planning and Economic Development Committee

Commissioner Delisfort said Central Staff member, Jasmine Lawrence, shared a presentation on [From Streets to Stadiums](#), a new guidebook and “Kit of Parts” designed to help New Jersey communities celebrate the World Cup. The guide offers creative ideas for parks, businesses, and public spaces, providing specific instructions on using seating and screens to build an inviting atmosphere. Ms. Lawrence encouraged towns to coordinate with local public works, police, and businesses on event permitting while following shared guidelines on logos and signage to avoid trademark issues.

The committee also reviewed two key funding opportunities. First, the NJTPA is accepting applications on a rolling basis for the Transportation Clean Air Measures Program. This federal program is open to public and private entities for ready-to-implement projects that reduce congestion or improve air quality, such as electric vehicle infrastructure, traffic signal optimization, and bicycle facilities. Second, federal Safe Streets and Roads for All grants are available for planning and implementing safety improvements, with applications due by May 26. Information about both programs is available at [njtpa.org](#).

Finally, the New Jersey Department of Transportation provided an update on the Fiscal Year 2027 Unified Planning Work Program. The program was submitted for federal review on April 2, and the committee expects to receive a final approval letter following the standard 45-day review period.

- **Freight Initiatives Committee**

Commissioner Shaw, Committee Chair, said the meeting featured an annual update on the state of the Port from Bethann Rooney of the Port Authority of New York and New Jersey and John Nardi, President of the Shipping Association of New York and New Jersey. Some of the presentation highlights included:

- The Port generates \$163 billion in business activity and more than \$18 billion in tax revenue.
- The Port handled 8.9 million Twenty-Foot Equivalent Units last year, exceeding previous forecasts.
- Bulk cargo reached 3.1 million metric tons, and nearly 2.5 million cruise passengers used the Port's terminals in Bayonne.
- A new longshoremen's contract was finalized in 2025 following a three-day strike.

In reports from committee members, Commissioner Shaw said he shared that Morris County was recently awarded a \$318,000 grant from NJDOT's Rail Freight Assistance Program to rehabilitate a bridge in Rockaway Borough.

The NJDOT reported that they have created a FIFA flyer for the freight stakeholders in the Philadelphia and Meadowlands areas regarding how the World Cup may impact traffic. And Hudson County reported that it is one of the "ground zero" counties for impact from FIFA-related traffic congestion, and they are managing roadway infrastructure for secondary roads that will experience significant impacts.

I. Public Participation

Vito Havrilla, Vice Chair of the Lackawanna Coalition, gave an overview of the Coalition's budget and requested two service improvements: hourly weekend service for the Montclair- Boonton Line (Montclair State University-Hoboken) and restoration of weekend service on the North Jersey Coast Line (New York Penn Station-Bay Head). The Coalition is seeking legislation to allocate funds for these operational and capital improvements.

Time and Place of Next Meeting

The next Board meeting is Monday, July 13, 2026, at 10:30 a.m. at Middlesex College, 2600 Woodbridge Ave., Edison, New Jersey 08818.

K. Adjournment

Passaic County made a motion to adjourn at 11:26 a.m.; Morris County seconded, and it carried unanimously.

NORTH JERSEY TRANSPORTATION PLANNING AUTHORITY, INC.

**Meeting of the Board of Trustees
Attendance Record: May 11, 2026**

Subregion/Agency	Voting Board Members/Alternates	Staff & Others
Middlesex County	Hon. Charles Kenny	Vijayant Rajavanshi
Warren County	Hon. Jason J. Sarnoski	
Morris County	Hon. Stephen Shaw	John Hayes
Passaic County	Hon. John Bartlett	Andras Holzmann
Bergen County	Hon. James J. Tedesco, III	
Union County	Hon. Michèle Delisfort	Kamal Saleh
Essex County	David Antonio	
Hudson County	Mark Kataryniak	
Hunterdon County	Alan Hunt	Katherine Fullerton
City of Jersey City	Andy Kaplan	
Monmouth County	Teri O'Connor	Joseph Ettore
City of Newark		Raymondo Concepcion
Ocean County	Hon. Frank Sadeghi	Mark Jehnke
Somerset County	Hon. Sara Sooy	
Sussex County	Hon. Jack DeGroot	Tom Drabic
Office of the Governor	Blair Gerold	
NJDOT	Michael Manzella	
NJ TRANSIT	John (Jack) Dean	
PANYNJ	Jay Shuffield	
Citizens Representative	Charles Burton	
Other Attendees		
Ted Del Guercio, III	McManimon, Scotland & Baumann, LLC	
Various members of Central Staff	NJTPA	
Edward Murray	Photographer	
Sharon Tepper	VHB	
Bob Werkmeister	GPI	
Vito Havrilla	Lackawanna Coalition	
P Stonge	FBT Gibbons	

Approved May 11, 2026

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.

**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.

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

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

**DRAFT RESOLUTION: MINOR AMENDMENT TO THE FY 2026-2029
TRANSPORTATION IMPROVEMENT PROGRAM 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 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

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

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

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	

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.