



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 Sara Sooy, Vice Chair

PLANNING AND ECONOMIC DEVELOPMENT COMMITTEE

Commissioner Michèle Delisfort, Chair
Commissioner Jack DeGroot, Vice Chair

Joint Meeting Agenda

October 19, 2026

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

[Join Zoom Meeting](#)

Meeting ID: 985 1380 9983

Passcode: 709560

(312) 626- 6799

(646) 931- 3860

888 788 0099 US Toll-free

833 548 0276 US Toll-free

- I. Roll Call
- II. Approval of Minutes
- III. Regional Transportation Advisory Committee Report – Andras Holzmann, Passaic County
- IV. Presentation: Berkeley Heights Transit Hub Strategic Plan – Mike DiGeronimo, Principal and Founder, In-TOWN Design Studio LLC
- V. Action Items

Project Prioritization Committee

- 1. Minor Amendment to the FY 2026-2029 Transportation Improvement Program as Requested by NJDOT – John Witsch, Central Staff
 - Schalk’s Crossing Road Bridge, CR 683 Project, Middlesex County
- 2. Modification to the FY 2026-2029 Transportation Improvement Program as Requested by NJ TRANSIT – John Witsch, Central Staff
 - Hudson-Bergen and Newark Light Rail Transit System, Regionwide

- Transit Enhancements/Transportation Alternatives Program (TAP) Alternative Transit Improvements (ATI), Statewide

VI. Information Items

1. FY 2028 Unified Planning Work Program – Angellita Young, Central Staff
2. Initial Financial Plan – Vanessa Koenigkramer, Central Staff
 - Route 4, Bridge over Palisade Avenue, Windsor Road, and CSX Railroad
3. FY 2028 Transportation Improvement Program Development – Vanessa Koenigkramer, Central Staff
4. Expedited Modification to the FY 2026-2029 Transportation Improvement Program as Requested by NJ TRANSIT – John Witsch, Central Staff
 - Bridge and Tunnel Rehabilitation, Statewide
 - Bus Support Facilities and Equipment, Statewide
5. Competitive Grants and Congressionally Directed Spending Update – John Witsch, Central Staff
 - Union County Structurally Deficient Bridge Initiative, Union County
6. Regional Performance Measures Update – Keith Miller, Central Staff

VII. Written Items

1. Zoning Atlas Application and Dataset – Rick Cippolletti, Central Staff
2. FY 2027 Safe Routes to School (SRTS) Grant Solicitation – Adam Iaccheo, Central Staff
3. Turning Plans into Action: Strategies for Transportation Safety Webinars – Lois Goldman, Central Staff
4. Progress on NJTPA Bicycle Travel Demand Model – Hella Alnajjar, Central Staff
5. Upcoming PRIME Users Group Meeting – Jeffrey Vernick, Central Staff

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

IX. Other Items

X. Next Meeting: December 21, 2026, 10:30 a.m.

XI. Adjournment

VII. Written Information Items

Zoning Atlas Application and Dataset – Rick Cippoletti, Central Staff

The NJTPA Zoning Atlas provides a comprehensive, regionwide view of zoning across all 384 municipalities in the NJTPA region, bringing previously fragmented local information into a single, accessible resource for transportation and land-use planning. The completed Atlas integrates approximately 88,000 GIS records with detailed zoning regulations covering permitted uses, housing types, and development standards, with AI-assisted data collection significantly reducing the effort required to compile and maintain the information. Moving forward, the NJTPA will focus on establishing a sustainable update process in partnership with municipalities, subregions, and state agencies while expanding access and exploring applications in regional planning, transportation modeling, affordable housing, redevelopment, and potentially a broader statewide zoning database.

FY 2027 Safe Routes to School Grant Solicitation – Adam Iaccheo, Central Staff

Applications for the Safe Routes to School (SRTS) Program are currently being accepted. The application deadline is **November 13, 2026**. Program requirements, application materials, and supporting documents can be found on the NJDOT Local Aid Resource Center website: <https://www.njdotlocalaidrc.com/federally-funded-programs/safe-routes-to-school>

The SRTS Program provides funding for projects that support and encourage students to walk and bicycle to school safely. Eligible schools must serve students in grades K-12, and proposed projects must be located within two miles of a public or private school. Eligible applicants include county and municipal governments, school districts, and schools.

Mandatory pre-application meetings with NJDOT and NJTPA staff were held throughout August, September and concluded on October 16, 2026. NJTPA staff participated in approximately 50 pre-application meetings with prospective applicants.

NJDOT also concluded its SRTS Grant Application webinar series, with the final session held on October 8, 2026. Webinar topics included:

- Overview of Federal Aid Programs and the SRTS Program
- Detailed Review of the SRTS Grant Application
- Grant Application Process
- Available Grant Resources
- Tips and Strategies for Developing a Competitive Application

These webinars were designed to help applicants better understand the program requirements and prepare stronger grant applications. A recording of the first webinar is available here: https://youtu.be/3vEbhsIIHsM?si=64IEOHeme7_fjD69

Turning Plans into Action: Strategies for Transportation Safety Webinars – Lois Goldman, Central Staff

On November 13 at 1 p.m., the NJTPA is hosting the “Turning Plans into Action: Strategies for Transportation Safety” webinar, the first in a series to be held this fall and winter. The purpose of the first webinar is to share practical steps that counties and municipalities can take to begin addressing the priority safety needs and locations identified in their Local Safety Action Plans. 3

This workshop builds on the Local Safety Action Plans developed and adopted throughout New Jersey in recent years. Other webinars in the series will focus on rural, suburban and urban safety needs. The webinars are free and open to subregions, municipalities, and safety stakeholders.

These webinars are being held as part of the Safe Streets and Roads for All Advancement project, an NJTPA consultant support effort. In addition to the webinars, this initiative includes technical assistance to several municipalities to develop safety plans and priorities, and support for subregional Local Implementation Committees. These Committees are central to addressing each plan's safety needs and for working towards statewide, regional, and local Vision Zero goals.

Please register for the November 4 webinar [here](#). Additional information can be found [here](#).

Progress on NJTPA Bicycle Travel Demand Model – Hella Alnajjar, Central Staff

Central Staff continues to work closely with NJIT researchers to refine the bicycle travel demand model initially developed in FY 2025. In FY 2026, the project implemented methods to represent more realistic bicycle travel patterns as well as agent-based modeling tools to understand person level travel characteristics. The model was developed to support the NJTP's planning projects, particularly the Active Transportation Plan, by testing new bicycle connections.

This included a case study of The Greenway, a new bicycle corridor being constructed between Essex and Hudson counties. The findings had shown that the FY 2025 model did not fully capture volumes along the entire corridor, due to limited data. Thus, the refinement involved removing long-distance bicycle trips and limiting travel to short-distance commute and recreational trips.

In FY 2027, Central Staff will leverage additional data sources to develop more accurate predictions of bicycle travel in the region and further develop the agent-based model. Once completed, the model will be useful to assist in making informed planning decisions regarding the development of new bicycle connections or Complete Streets initiatives.

Upcoming PRIME Users Group Meeting – Jeffrey Vernick, Central Staff

The NJTPA's library of planning study findings, PRIME, has had significant increases in content in the past year, with 75 new studies and over 1,000 new records added. Significant additions included the results of Roadway Safety Audits, Complete Streets, safety planning, and subregional studies.

RTAC, partner agency and Central Staff will be invited to attend an upcoming PRIME users group meeting later this month. With an agenda featuring project manager presentations on the latest planning findings added to PRIME, municipal staff discussing the PRIME municipal accounts pilot program, staff previewing plans for an AI-equipped PRIME 2.5, and ways PRIME is helping to improve our interagency planning capabilities, we encourage all current and future users to attend.



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Joint Meeting Minutes August 17, 2026

I. Roll Call of Members

Somerset County Commissioner Sara Sooy, Vice 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 11 PPC members and 13 members of the Planning and Economic Development Committee (PEDC) were present (Attachment 1).

II. Approval of Minutes

Morris County moved the minutes of the June 15, 2026, joint committee meeting, Hunterdon County seconded, and the motion carried with two abstentions, one from Ocean County, and one from Passaic County.

III. Regional Transportation Advisory Committee (RTAC) Update

Andras Holzmann, RTAC Chair, reported on the August 10 meeting. The meeting featured a presentation from Cate Heady, Research Project Coordinator at the Alan M. Voorhees Transportation Center. Ms. Heady described the steps taken to develop a culture and arts placemaking plan for Midtown Elizabeth, a special improvement district with a broader branding initiative called Discover Elizabeth Arts & Culture. This project was completed through the NJTPA's [Vibrant Places Program](#), which is currently accepting applications for Fiscal Year 2027. Avnish Gupta, of EZ Ride, presented a Transportation Management Associations Update, highlighting how the eight TMAs provide human services transportation support to counties in the NJTPA region.

The meeting included three information items including:

- The FY 2028 Subregional Transportation Program Solicitation Comments
- A Financial Plan Update on the Rumson-Sea Bright Bridge in Monmouth County

- A Competitive Grants and Congressionally Directed Spending Update on the Paterson-Newark Transit Market Project and Newark-Jersey City Turnpike Route 280 to Route 7 Project in Hudson County

Written items for the meeting included:

- An update on the Active Transportation Plan Refinement, letting us know the website and survey have launched; and
- A reminder to review the Draft NJTPA Public Engagement Plan prior to the public comment period, which begins later this month.

RTAC was also briefed on four Action Items, three of them are detailed in your agenda package for today's meeting. The next RTAC meeting is scheduled for October 13th.

IV. Presentation: Hunterdon County Bicycle Plan

Somerset County Commissioner and Project Prioritization Committee Vice Chair, Sara Sooy introduced Katherine Fullerton, Supervising Planner of Hunterdon County, to present the *Hunterdon County Bicycle Plan*.

Katherine Fullerton presented an overview of the new Hunterdon County Bicycle Plan, developed in collaboration with Michael Baker International. This plan provides a long-term vision and goals to guide smart trail investments, using data and community input to include county, regional, and state safety goals. Ms. Fullerton said this initiative grew out of the 2018 Strategic Park and Open Space Plan and was driven largely by residents wanting better access to preserved land. Hunterdon County has a population of approximately 131,708 residents, it is low-density with a 20 percent population of residents over 65, minimal public transit, and sidewalks mostly tucked into small towns. The plan aligns with the [Hunterdon County Local Safety Action Plan](#), and NJTPA's [Regional Active Transportation Plan](#). Over 25 percent of the land is preserved, which creates some logistical hurdles around reservoirs and farmland. Currently, Hunterdon County is a hot spot for recreational cycling, with a goal of making biking a practical, safe choice for everyday errands — for everyone, regardless of age or skill.

Ms. Fullerton said the team relied heavily on data mapping, past studies, and community outreach. They hosted three mapping workshops, three public meetings, two walk audits, an interactive online map, and coordinated continuously with an advisory committee (including county engineering, NJTPA, NJDOT, and NJ Transit).

The feedback indicated the following:

- Sixty-two percent of current trips are for recreation, but people really want safer routes for everyday travel.
- Drivers going too fast, poor road maintenance, and reckless behavior are the top worries.
- The destinations are already there; people just need safe ways to connect to them.

Ms. Fullerton said the current network relies almost entirely on unpaved trails, with virtually no on-street bike infrastructure in populated areas. Out of 1,412 total road miles, nearly every county-owned road is rated “high-stress” due to narrow lanes and high-speed limits. Crash data combined with the Local Safety Action Plan indicates that a lack of safe alternatives routinely forces cyclists and pedestrians on dangerous high-speed highways.

The final plan for the proposed network outlines 14 key corridors, expanding the bicycle network from 47 miles to roughly 280 miles—a fivefold increase. Since narrow rights-of-way make typical road widenings or lane diets unrealistic, the plan routes paths through flat land along higher-speed roads, railways, and waterways to get around the county's existing topography.

Ms. Fullerton said the plan will be tailored to local context, drawing from state and national standards, which include trails and low-stress side paths; Rail-with-trail routes, traditional on-road bike lanes, and bike boulevards with traffic-calming features.

The new plan will also include Rural Scenic Bikeways. A brand-new category designed for routes cyclists are already using. These are narrow, low-speed (under 35 mph), low-traffic roads where bike lanes will not fit, the county will install clear “Share the Road” signage.

Next steps include a long-term, phased effort using an implementation matrix provided by Michael Baker International. The immediate focus will be updating design standards, tackling high-impact priority projects, finding grant funding, and aligning with local, county, and state partners. In conclusion, Ms. Fullerton said this plan will move Hunterdon County from a landscape of isolated trails to a connected, safe network that supports local health, mobility, and tourism.

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

V. Action Items

Project Prioritization Committee

Commissioner Sooy called on NJTPA Central Staff members to present the PPC action items:

1. Minor Amendment to the FY 2026-2029 Transportation Improvement Program as Requested by New Jersey Department of Transportation.
 - South Main Street, Bridge over Washington Secondary (Conrail) Project, Warren County

Vanessa Koenigkramer said this request will add the project to the FY 2026-2029 TIP and is necessary for bridge emergency repairs and replacement. \$2.6 million of National Highway Performance Program (NHPP) funds for Preliminary Engineering in 2027, \$2.9 million of NHPP funds for Final Design in FY 2030, \$634,000 of NHPP funds for Right-of-Way in FY 2030 and \$10 million NHPP funds for Construction in FY 2032.

A summary of the action item is included in the agenda package on page 14 [here](#).

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

2. Modification to the FY 2026-2029 Transportation Improvement Program as requested by New Jersey Department of Transportation

- Route 440, Route 95 to Kreil Street Project, Middlesex County

Vanessa Koenigkramer said this action item is a modification to the TIP for the Route 440, Route 95 to Kreil St Project in Middlesex County. The request is to add \$6 million NHPP funds for final design in FY 2026, increasing the total to \$24 million. This action is necessary to support an estimated increase in final design for roadway, structural, geotechnical, and environmental work. A summary of the action item is included in the agenda package on page 19 [here](#).

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

Commissioner DeGroot, Vice Chair of the Planning and Economic Development Committee called on Central Staff members to present the PEDC action items.

Planning and Economic Development Committee

1. Endorsement of Established Traffic Congestion Performance Measure Targets for the New York-New Jersey, Trenton, and Allentown Urbanized Areas

Keith Miller reviewed proposed traffic congestion targets under the Congestion Mitigation and Air Quality Improvement (CMAQ) Program for the 2026-2029 performance period. These targets apply to the New York City, Trenton, and Allentown urbanized areas (UZAs) within the NJTPA region. Following the 2020 Census, the Philadelphia UZA no longer overlaps the NJTPA region, while the Trenton UZA now does.

Mr. Miller said that targets must be established for two congestion measures, non-single occupant vehicle (non-SOV) travel and peak hour excessive delay (PHED), with two-year and four-year targets set for each UZA. Coordination for target-setting is conducted with partner metropolitan planning organizations and state departments of transportation for the three UZAs in the NJTPA region. NJTPA and the New York Metropolitan Transportation Council coordinated for the New York City UZA; the Delaware Valley Regional Planning Commission leads the Trenton UZA target setting and the Lehigh Valley Planning Commission (LVPC) leads the Allentown UZA target setting. In developing the targets, agencies considered planning goals, travel and congestion trends, near-term constraints, and uncertainties.

Key factors for setting targets for non-single occupant vehicle travel include:

- post-pandemic travel patterns
- changes in transit ridership and capacity
- work-from-home trends
- ridesharing growth
- congestion pricing in New York City, and
- construction impacts and broader economic conditions.

Mr. Miller noted that targets were established to reflect improving conditions where appropriate and may be adjusted during the four-year period. For the 2020-2024 American Community

Service (ACS) period, non-SOV travel was highest in the New York City UZA and lower in the Trenton and Allentown UZAs. He also noted that non-SOV travel increased significantly in the New York City UZA following the pandemic, with rising transit ridership helping offset recent declines in work-from-home activity. In contrast, the Trenton and Allentown UZAs showed lower non-SOV shares and less favorable trends. For the New York City and Trenton UZAs, the two-year targets reflect a slight decrease from current levels, while the four-year targets indicate modest improvement. For the Allentown UZA, both targets are set slightly below the current baseline.

He said the PHED performance measure tracks excessive delay per capita on the National Highway System during weekday peak periods is from 6:00 to 10:00 a.m. and 3:00 to 7:00 p.m. Mr. Miller noted that the measure reflects time spent in extreme congestion over an entire calendar year and focuses on delays experienced by people rather than vehicles.

Mr. Miller reviewed historical trends and proposed targets for the New York City, Trenton, and Allentown urbanized areas. Excessive delay has increased since the pandemic and future efforts should focus on moderating and stabilizing the measure. For the New York City UZA, the proposed targets would maintain excessive delay at 2025 levels. In the Allentown UZA, the targets allow for a 10 percent increase in excessive delay. For the Trenton UZA, the proposed two-year target allows for nearly a 20 percent increase in excessive delay in the short term, while the four-year target reflects a slight reduction in delay.

A summary of the action item is included in the agenda package on page 22 [here](#).

City of Jersey City moved the item, City of Newark seconded, and it carried unanimously.

2. Approval of Congestion Mitigation and Air Quality Emissions Reduction Performance Measure Targets for the NJTPA Region

Mr. Miller said this action item sets targets for reducing carbon monoxide, fine particulate matter, volatile organic compounds and nitrogen oxide pollutants. As with the first action, the NJTPA worked with partners to establish agreed upon targets for the region. The group examined emissions reductions from CMAQ projects authorized during the last four fiscal years and those expected to be authorized over the next four years to establish the targets.

He noted that the two- and four-year targets are substantially lower than the baseline from FFY 2022-2025. The baseline was elevated due to a large signal optimization project in Ocean County and two large intelligent transportation system (ITS) projects that were authorized in FFY 2024. There are not similarly large ITS or signal optimization projects anticipated to be authorized in the upcoming four fiscal years.

A summary of the action item is included in the agenda package on page 30 [here](#).

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

VI. Information Items

1. Competitive Grants and Congressionally Directed Spending Update

- Paterson-Newark Transit Market Project, Passaic County
- CR 508 (Newark-Jersey City Turnpike), Route 280 to Route 7, Hudson County

Ms. Koenigkramer said two federal grants were recently added to the FY 2026-2029 TIP as informational modifications. They are:

Paterson-Newark Transit Market Project (NT2601): This project, requested by Passaic County, involves furthering the design and study of new transit services between Paterson and Newark along the existing Newark Industrial Track freight rail corridor. The project received a \$1.2 million FY 2024 Federal Transit Administration (FTA) Congressionally Directed Spending Grant for planning work.

CR 508 (Newark-Jersey City Turnpike), Route 280 to Route 7 (N2605): This project, requested by Hudson County, involves safety improvements, including roadway resurfacing and striping, traffic signal upgrades, and upgrading existing guide rails, end treatments, at the most eastern limits of the project and is adjacent to freight facilities that support intermodal transportation including truck traffic through the area. The project received a \$5 million FY 2024 Federal Highway Administration (FHWA) Congressionally Directed Spending Grant for Construction.

2. Financial Plan Update

- Rumson-Sea Bright Bridge (S-32) Monmouth County

Ms. Koenigkramer presented a financial plan update for the Rumson-Sea Bright Bridge project in Monmouth County. Recipients of federal funds for projects with a total cost over \$100 million are required to prepare a financial plan prior to construction authorization and submit annual updates until completion of the project. The first plan was completed in 2020 and has been updated annually. This is the last update as the new bridge opened last summer. The most recent update reflects a total project cost of \$133.3 million, with no increase from the previous plan update. This project included construction of a new bridge south of the original bridge, improvements to the intersection of Rumson Road, County Route 520, and Ward Avenue in the borough of Rumson, and improvements to Rumson Road and Route 36 in the Borough of Sea Bright. This is the first project completed through the NJTPA's Local Capital Project Delivery Program.

VII. Written Items

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

1. Active Transportation Plan Refinement Website and Survey – Peter Zambito, Central Staff
2. Public Comment Period on Draft NJTPA Public Engagement Plan – Melissa Hayes, Central Staff

VIII. Executive Director's Update

David Behrend, NJTPA Executive Director, reminded all Board members, alternates, and RTAC representatives that FHWA and FTA are conducting a Federal Certification Review of the

NJTPA's planning process. Following the initial meeting with representatives from the two agencies, Central Staff is providing documents as part of the desk review.

Mr. Behrend said representatives from FHWA and FTA will be at the NJTPA October 26 and 27 and anticipate the discussion with Board members to be the morning of the first day. He said he would update everyone as more details emerge and looks forward to discussing how the NJTPA is leading the metropolitan transportation planning process in our region with our colleagues at FTA and FHWA.

In addition, there is the potential of a federal government shutdown if Congress does not come to agreement on a continuing resolution to fund the federal government when the next fiscal year begins on October 1.

Mr. Behrend said the U.S. House and Senate have passed two different continuing resolution bills and must reconcile. Both bills would extend funding into December. As a reminder, he said, any potential shutdown would not directly affect the day-to-day operations of the NJTPA, as our work program is approved through the end of the state fiscal year next June. However, a shutdown could affect many aspects of transportation funding and operations of federal agencies. At the end of the fiscal year, the Infrastructure Investment and Jobs Act is expiring. A continuing resolution would ensure that federal funds for transportation continue to flow to the states. However, a full reauthorization bill would still be necessary for the longer term. The House Transportation and Infrastructure Committee passed the BUILD America Act with a bipartisan vote of 62-2 in May but has not yet been brought to the floor for a full House vote.

IX. Other Items

Commissioner DeGroot 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

October 19, 2026, 10:30 a.m. (Virtual)

XI. Adjournment

At 11:24 a.m., Morris County made a motion to adjourn, Union County seconded, and it carried unanimously.

JOINT COMMITTEE MEETING

ATTENDANCE

August 17, 2026

Project Prioritization Committee Members

- Hon. Sara Sooy, Vice Chair, Somerset County
- Joseph Baladi, Bergen County
- Mark Kataryniak, Hudson County
- Hon. Susan Soloway, Hunterdon County
- Vijayant Rajvanshi, Middlesex County
- Mark Jehnke, Ocean County
- Hon. Jack DeGroot, Sussex County
- Farzana Ahmed, New Jersey Department of Transportation (NJDOT)
- Megan Massey, NJ TRANSIT
- Blair Gerold, Governor's Authorities Unit
- Charles Burton, Citizens Representative

Planning and Economic Development Committee Members

- Hon. Jack DeGroot, Vice Chair, Sussex County
- David Antonio, Essex County
- Blair Gerold, Governor's Authorities Unit
- Vijayant Rajvanshi, Middlesex County
- Hon. Stephen Shaw, Morris County
- Elias Guseman, Jersey City
- James D. Adams, Newark
- Jay Shuffield, Port Authority of New York and New Jersey
- Farzana Ahmed, NJDOT
- Megan Massey, NJ TRANSIT
- Hon. Michael Ramaglia, Passaic County
- Hon. Stanley Neron, Union County
- Charles Burton, Citizens Representative

Other Attendees

- Various members of Central Staff
- Trevor Howard, City of Newark
- Kenneth Torres, Bergen County
- Alan Hunt, Hunterdon County
- Bob Hornby, Hunterdon County
- Katherine Fullerton, Hunterdon County
- Brendan Lamb, Hunterdon County
- Andras Holzmann, Passaic County

- Amy Polachak, NJDOT
- John Hayes, Morris County
- Chris Townley, Middlesex County
- Tom Drabic, Sussex County
- Meghna Hari, Middlesex County
- Tanner Thul, Hudson County
- Vincent Palmieri, Monmouth County
- Nathan Chadwick, NJ TRANSIT
- Bob Werkmeister
- Kamal Saleh, Union County
- Jonathan Eagle, Warren County
- Addie Shiloh, Somerset County
- Gregory Smith
- Jack Kanarek, Dewberry
- Jason Miranda
- Ken Escobar
- Mark Solof
- Ryan Sprong
- Sean Lamb

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

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

WHEREAS, the TIP may be revised any time; and

WHEREAS, according to the MOU when a new project is added or deleted, or federal funds are added to a program or project in the TIP above a 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 Schalk's Crossing Road Bridge, CR 683 project (DBNUM 00321); and

WHEREAS, fiscal constraint is maintained for these changes through funds available from unobligated prior year balances; and

WHEREAS, the project is exempt from an air quality conformity determination 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 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.

- **Schalk's Crossing Road Bridge, CR 683, Middlesex County - DBNUM 00321**

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 State 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 # 27002

Schalk's Crossing Road Bridge, CR 683 - 00321

Project Description

This project will replace the bridge deck, will maintain the existing steel superstructure and provide bicycle/pedestrian accessibility. A shared bicycle/pedestrian sidewalk lane will be provided through the addition of a cantilever on the through girders along both the east and west sides of Schalk's Crossing Road. Repairs will be made to the substructure. Prior to any bridge rehabilitation, the railroad catenary system will be modified. Roadway improvements would include milling and resurfacing of the existing roadway approaches for tie-ins to the bridge.

DBNUM 00321 sponsored by NJDOT, is located in Middlesex County, including Plainsboro Twp at mileposts "0.5 - 1.0", and is classified as a Bridge Preservation project with an air quality code "S19 (Exempt)". The estimated total cost is \$101.926 million.

Requested TIP Revision

Action Taken

This request is to convert \$28.738 million of Bridge Formula Program (BFP) funds for Construction (CON) in Federal Fiscal Year (FFY) 2026 to Surface Transportation Block Grant -Flexible (STBGP-FLEX) funds, move these funds to FFY 2027, and to add \$21.970 million of STBGP-FLEX funds, increasing the total to \$50.708 million. This request also converts \$36.062 million of Surface Transportation Block Grant Program-New York/Newark (STBGP-NY/NWK) funds for CON in FFY 2026 to STBGP-FLEX funds and to move these funds to FFY 2028.

Reason for Change

This action is necessary to align the project with anticipated need and address cost increases resulting from right-of-way (ROW) acquisition and permitting challenges. The discovery of a previously unknown septic field required revisions to the drainage design and the acquisition of an additional parcel, delaying ROW availability until FFY 2027. In addition, a New Jersey Department of Environmental Protection (NJDEP) permit modification remains under review. Updated estimates for Amtrak force account work, construction, utilities, inspection, and engineering services have further increased the project's total estimated cost.

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
NJTPA	CON	BFP	28.738				28.738	
NJTPA	CON	STBGP-NY/NWK	36.062				36.062	
TOTAL (\$ million)			64.800				64.800	

Pending TIP Programming Table

MPO	PHASE	FUND	2026	2027	2028	2029	Total	2030-2035
NJTPA	CON	STBGP-FLEX		50.708	36.062		86.770	
TOTAL (\$ million)				50.708	36.062		86.770	

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

Action:

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

- **Hudson-Bergen and Newark LRT System, Hudson County - DBNUM T87**
- **Transit Enhancements/Transportation Alternatives Program (TAP)/Alternative Transit Improvements (ATI), Statewide - DBNUM T210**

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 State 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 # 27004

Hudson-Bergen and Newark LRT System - T87

Project Description

Funding is provided for annual Hudson-Bergen Capital Asset Replacement improvements, and other improvements along the Hudson-Bergen Light Rail (HBLR) Line, including rolling stock enhancements. Funding is provided for the Route 440 Extension Project which is planned to provide convenient transit access for existing and future residents of the western waterfront area. The HBLR Route 440 Extension project would extend the HBLR West Side Avenue Branch from its current terminus at West Side Avenue in Jersey City to a new terminus station on the west side of State Route 440. Federal funds were awarded for this for the HBLR 440 project with High Priority Program Demo funds in the amount of \$8,000,000. The IDs and funds are as follows: D2020-BUSF-001 - \$2,000,000, D2018-BUSF-002 - \$2,000,000, D2018-BUSF-003 - \$4,000,000. Also, funds will be used to support the HBLRT Weehawken Tunnel Repairs project. Toll Credit will be used as the non-federal match for the Hudson Bergen Light Rail Route 440 Extension.

DBNUM T87 sponsored by NJ TRANSIT, is located in Hudson County across various municipalities, and is classified as a Transit Expansion project with an air quality code "MT10 (Exempt)". The estimated total cost is \$150.000 million.

Requested TIP Revision

Action Taken

This request is to remove \$14.000 million of Section 5307 (SECT 5307) funds for Engineering, Right-of-Way, and Construction (ERC) in Federal Fiscal Year (FFY) 2026, reducing the total to \$6.000 million.

Reason for Change

The funds will be transferred to the Transit Enhancements/Transportation Alternatives Program (TAP)/Alternative Transit Improvements (ATI) program line item (DBNUM T210) to support passenger safety improvements.

Fiscal Constraint

Fiscal constraint is maintained through federal funds available from unobligated balances from this program (T87).

TIP Transaction

Current TIP Programming Table

MPO	PHASE	FUND	2026	2027	2028	2029	Total	2030-2035
NJTPA	ERC	SECT 5307	20.000				20.000	
NJTPA	ERC	SECT 5337	25.000	15.000	15.000	15.000	70.000	90.000
TOTAL (\$ million)			45.000	15.000	15.000	15.000	90.000	90.000

Pending TIP Programming Table

MPO	PHASE	FUND	2026	2027	2028	2029	Total	2030-2035
NJTPA	ERC	SECT 5307	6.000				6.000	
NJTPA	ERC	SECT 5337	25.000	15.000	15.000	15.000	70.000	90.000
TOTAL (\$ million)			31.000	15.000	15.000	15.000	76.000	90.000

NJTPA TIP FY 2026 - 2029 Revision Package ID # 27004

Transit Enhancements/Transp Altern Prog (TAP)/Altern Transit Improv (ATI) - T210

Project Description

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

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

The program received \$.342 million of FY 2024 FTA Pilot Program funds for Transit Oriented Development (TOD).

The program received \$6.867 million of FY 2025 FTA Rebuilding American Infrastructure with Sustainability and Equity (RAISE) funds for a Zero Emissions Bus Design and Investment Study.

DBNUM T210 sponsored by NJ TRANSIT, is located across various counties and municipalities, and is classified as a Transit Enhancement project with an air quality code "MT8 (Exempt)". The estimated total cost is \$552.635 million.

Requested TIP Revision

Action Taken

This request is to add \$14.000 million of Section 5307 (SECT 5307) funds for Engineering, Right-of-Way, and Construction (ERC) in Federal Fiscal Year (FFY) 2026, increasing the total to \$14.566 million.

Reason for Change

The funds are being transferred from the Hudson-Bergen and Newark Light Rail Transit System (DBNUM T87) program line item to support passenger safety improvements.

Fiscal Constraint

Fiscal constraint is maintained through federal funds available from unobligated balances from the Hudson-Bergen and Newark LRT System program (T87).

TIP Transaction

Current TIP Programming Table

MPO	PHASE	FUND	2026	2027	2028	2029	Total	2030-2035
NJTPA	ERC	5307 CDS	2.350				2.350	
NJTPA	ERC	CR-NY/NWK	27.307				27.307	
NJTPA	ERC	FHWA PROTECT	6.680				6.680	
NJTPA	ERC	RAISE	6.867				6.867	
NJTPA	ERC	SECT 5307	0.566	2.681	2.681	2.681	8.609	16.086
NJTPA	ERC	SECT 5337	24.457				24.457	
NJTPA	ERC	SECT 5339	15.204				15.204	
NJTPA	ERC	STATE		2.916	34.973	81.090	118.979	409.528
NJTPA	ERC	STBGP-NY/NWK	1.000				1.000	
NJTPA	ERC	STP	80.000				80.000	
NJTPA	ERC	STP-TE	2.800				2.800	
NJTPA	ERC	TOD	0.342				0.342	
TOTAL (\$ million)			167.573	5.597	37.654	83.771	294.595	425.614

Pending TIP Programming Table

MPO	PHASE	FUND	2026	2027	2028	2029	Total	2030-2035
NJTPA	ERC	5307 CDS	2.350				2.350	
NJTPA	ERC	CR-NY/NWK	27.307				27.307	
NJTPA	ERC	FHWA PROTECT	6.680				6.680	
NJTPA	ERC	RAISE	6.867				6.867	
NJTPA	ERC	SECT 5307	14.566	2.681	2.681	2.681	22.609	16.086
NJTPA	ERC	SECT 5337	24.457				24.457	
NJTPA	ERC	SECT 5339	15.204				15.204	
NJTPA	ERC	STATE		2.916	34.973	81.090	118.979	409.528
NJTPA	ERC	STBGP-NY/NWK	1.000				1.000	
NJTPA	ERC	STP	80.000				80.000	
NJTPA	ERC	STP-TE	2.800				2.800	
NJTPA	ERC	TOD	0.342				0.342	
TOTAL (\$ million)			181.573	5.597	37.654	83.771	308.595	425.614