

ASSEMBLY, No. 5648

STATE OF NEW JERSEY

222nd LEGISLATURE

INTRODUCED OCTOBER 19, 2026

Sponsored by:
Assemblyman LARRY WAINSTEIN
District 33 (Hudson)

SYNOPSIS

Limits use of certain New Jersey Sports and Exposition Authority development fees to certain transportation-related projects.

CURRENT VERSION OF TEXT

As introduced.



1 AN ACT concerning New Jersey Sports and Exposition Authority
2 development fees and amending P.L.2015, c.19.

3
4 **BE IT ENACTED** *by the Senate and General Assembly of the State*
5 *of New Jersey:*

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7 1. Section 74 of P.L.2015, c.19 (C.5:10A-74) is amended to
8 read as follows:

9 74. a. After the adoption of the plan by the commission pursuant
10 to subsection f. of section 73 of P.L.2015, c.19 (C.5:10A-73), the
11 commission may, by resolution, provide for the assessment and
12 collection of development fees on developments within the district
13 as provided hereunder.

14 b. Development fees assessed by the commission shall be
15 based upon the growth and development forecasts contained in the
16 plan and shall be levied in order to raise only those amounts needed
17 to accomplish the transportation projects set forth in the plan and
18 allowable administrative costs. Those fees shall be assessed based
19 upon the formula or formulas contained in the resolution and shall
20 be uniformly applied, with such exceptions as are authorized or
21 required by sections 69 through 81 of P.L.2015, c.19 (C.5:10A-69
22 through C.5:10A-81).

23 c. A formula or formulas adopted by the commission by
24 resolution shall reflect a methodology which relates the use of land
25 to the impact of the proposed development on the transportation
26 system, including, but not limited to: vehicle trips generated by the
27 development; the square footage of an occupied structure; the
28 number of employees regularly employed at the development; the
29 number of parking spaces located at the development; or any
30 combination thereof.

31 d. The resolution may provide for credits against assessed
32 development fees for payments made, or expenses incurred, which
33 have been determined by the commission to be in furtherance of the
34 district transportation plan, including, but not limited to,
35 contributions to transportation improvements, other than those
36 required for safe and efficient highway access to a development,
37 and costs attributable to the promotion of public transit, walking,
38 bicycling, or ridesharing.

39 e. The resolution may either exempt or reduce the development
40 fee for specified land uses which have been determined by the
41 commission to have a beneficial, neutral, or comparatively minor
42 adverse impact on the transportation needs of the district.

43 f. The resolution may provide for a reduced rate of
44 development fees for developers submitting a peak-hour automobile
45 trip reduction plan approved by the commission under standards

EXPLANATION – Matter enclosed in bold-faced brackets **[thus]** in the above bill is
not enacted and is intended to be omitted in the law.

Matter underlined thus is new matter.

1 adopted by the commission. Standards for the approval of peak-
2 hour automobile trip reduction plans may include, but need not be
3 limited to: physical design for improved transit, ridesharing, and
4 pedestrian access; design of developments which include a mix of
5 residential and nonresidential uses; and proximity to potential labor
6 pools.

7 g. The assessment of a development fee shall be reasonably
8 related to the impact of the proposed development on the
9 transportation system of the district and shall not exceed the
10 development's fair share of the cost of the transportation
11 improvement necessary to accommodate the additional burden on
12 the district's transportation system that is attributable to the
13 proposed development and related allowable administrative costs.

14 h. A resolution shall be sufficiently certain and definitive to
15 enable every person who may be required to pay a fee to know or
16 calculate the limit and extent of the fee which is to be assessed
17 against a specific development.

18 i. Upon the adoption by the commission of a resolution
19 pursuant to subsection a. of this section, a separate assessment for
20 off-site transportation improvements within the district shall not be
21 made by the State, a county, or a municipality except as permitted
22 pursuant to sections 69 through 81 of P.L.2015, c.19 (C.5:10A-69
23 through C.5:10A-81).

24 j. A development fee shall not be assessed for any low and
25 moderate income housing units which are constructed pursuant to
26 the "Fair Housing Act," P.L.1985, c.222 (C.52:27D-301 et al.) or
27 under court order or settlement.

28 k. At least **30%** 30 percent of any development fees collected
29 in accordance with this section shall be used for transportation-
30 related projects within the municipality where the development, for
31 which a particular fee was collected, is located, subject to the
32 following limitations:

33 (1) development fees collected pursuant to this subsection shall
34 not be used to defray the costs of plan elements and allowable
35 administrative costs incurred by the New Jersey Sports and
36 Exposition Authority and the Meadowlands Transportation
37 Planning Board for administration, management, development,
38 update, amendment, and supplement of the Meadowlands District
39 Transportation Plan and the Meadowlands Transportation Planning
40 District;

41 (2) development fees collected pursuant to this subsection may
42 only be used for transportation-related projects within the
43 municipality where the development, for which a particular fee was
44 collected, is located, with the advice and consent of the
45 municipality's governing body in the governing body's sole
46 discretion; and

47 (3) the development fees collected pursuant to this subsection
48 shall not be used for any district-wide intermunicipal traffic

1 systems, which shall include, but not be limited to, the
2 Meadowlands Adaptive Signal System for Traffic Reduction.
3 (cf: P.L.2015, c.19, s.74)

4
5 2. This act shall take effect immediately.
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8 STATEMENT
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10 This bill amends existing law to limit the use of New Jersey
11 Sports and Exposition Authority (NJSEA) development fees
12 collected pursuant to law for certain transportation-related projects.
13 Specifically, the bill provides that development fees may not be
14 used to defray the costs of plan elements and allowable
15 administrative costs incurred by the NJSEA and Meadowlands
16 Transportation Planning Board for administration, management,
17 development, update, amendment, and supplement of the
18 Meadowlands District Transportation Plan and the Meadowlands
19 Transportation Planning District. The bill also provides that
20 development fees may only be used for transportation-related
21 projects within the municipality where the development, for which a
22 particular fee was collected, is located, with the advice and consent
23 of the municipality's governing body in the governing body's sole
24 discretion. Lastly, the bill prohibits the development fees from
25 being used for any district-wide intermunicipal traffic systems,
26 which is to include, but not be limited to, the Meadowlands
27 Adaptive Signal System for Traffic Reduction.