

Discussion Points

1. With the change in gubernatorial administrations, Priya Jain was nominated to serve as the next Commissioner of Transportation.

- **Questions:** Please lay out the priorities and goals of Acting Commissioner Jain for the Department of Transportation. What operational changes does the Acting Commissioner intend to introduce? Please describe in detail: a) any new initiatives planned for the department in the upcoming fiscal year; and b) any changes to the department's objectives, performance benchmarks, and priorities.

NJDOT Response:

Commissioner Jain is focused on ensuring the Department maintains New Jersey's infrastructure in a state of good repair, analyzing project delivery methodology to coordinate with Governor Sherrill's efficiency mandate, and supporting the Department dedication to safety both from an operational perspective and compliance with safety initiatives like Target Zero. Commissioner Jain is also undertaking a review of NJDOT's operations to determine the need for any change to the department's objectives, performance benchmarks, and priorities.

2. The administration of New Jersey's transportation system is dispersed among several agencies, including the Department of Transportation, New Jersey Transit, the New Jersey Turnpike Authority, the South Jersey Transportation Authority and the Port Authority of New York and New Jersey. This dispersion necessitates collaboration and coordination to optimize the performance and cost-effectiveness of New Jersey's transportation system as a whole.

- **Questions:** In the department's view, has New Jersey's transportation system been held back by decentralization and suboptimal coordination? Is New Jersey's transportation system effective in serving the public's transportation needs and adapting to changes therein, while minimizing costs? In their planning, do regional transportation agencies tend to analyze needs only within their respective jurisdiction or are they also considering and properly weighing the needs of the travelling public outside of their service areas?

NJDOT Response:

Within the context of the existing state and federal legislative framework, New Jersey's transportation agencies work together for the broader common mission of providing a world class transportation network. Closer collaboration and alignment are always welcomed. The funding and organizational impacts need to be evaluated further.

- **Please explain the strategies and techniques the department has deployed to encourage a coordinated approach to mobility, congestion mitigation, and long-term transportation planning across the State. Please assess the effectiveness of the strategies and techniques. What barriers has the department encountered?**

NJDOT Response:

The NJDOT, in partnership with other transportation agencies (NJ TRANSIT, NJ Turnpike Authority, Port Authority NY/NJ, etc.), the state's three Metropolitan Planning Organizations, and federal oversight entities participate in the development of capital programs, long-range transportation plans, modal specific studies, other statewide/ regional initiatives. Some of these partnerships are

Discussion Points (Cont'd)

governed by federal and state planning requirements. There is a great amount of coordination driven by shared goals and aligned objectives. In addition to long-term planning and capital programming, there are also shared coordination activities including winter operations, major event planning, and disaster preparation and response.

The transportation network does not end with the state's jurisdiction. Local Aid funds are used to continue the improvements onto the local system whether they are used to address infrastructure needs on adjoining roadways or help develop regional trails.

- **Please comment on any actions the department intends to take to ensure a coordinated Statewide approach to mobility, congestion mitigation, and long-term transportation planning among the State's transportation agencies. Could the consolidation of transportation agencies improve the efficacy of New Jersey's transportation system?**

NJDOT Response:

The New Jersey Department of Transportation currently engages in a coordinated Statewide approach to mobility, congestion mitigation, and long-term transportation planning among the State's transportation agencies. NJDOT works closely with New Jersey's Metropolitan Transportation Organizations, the Federal Highway Administration and Federal Transit Administration, New Jersey Transit, the New Jersey Turnpike Authority, the South Jersey Transit Authority, and the additional transportation related stakeholders to ensure coordination and the delivery of the most appropriate and efficient mobility solutions based on use case. As it relates to consolidation, the NJDOT would need to review any such proposal before opening.

3. In October 2025, the federal government abruptly withdrew its funding commitment to the Hudson Tunnel Project, commonly known as the Gateway Tunnel Project. Although invalidated by the courts, the temporary funding cancellation created uncertainty around the viability of the project and caused a temporary suspension of the construction in February 2026.

Managed by the Gateway Development Commission, the Hudson Tunnel Project refers to the construction of a new passenger rail tunnel under the Hudson River between New Jersey and New York and the rehabilitation of the existing North River Tunnel. The federal government committed \$12 billion to the project that is estimated to cost \$16 billion.

- **Questions: Please provide a status update for the Hudson Tunnel Project. Is the project on-budget and on-track to have the new tunnel in service by 2035?**

NJDOT Response:

The Hudson Tunnel Project is in full construction after a two-week construction pause ordered by GDC on February 6 due to the federal funding pause that began on October 1, 2025, and continued through February 13, 2026. The federal funding pause has impacted the pace and momentum of the project. GDC is currently assessing the impact of the pause on the scope, schedule and budget for HTP.

- **What impact did the temporary federal funding cancellation and resultant February 2026 construction suspension have on the project's construction schedule and budget? Please**

Discussion Points (Cont'd)

detail the components of the estimated cost increase. What resources will be used to pay for the unanticipated costs?

NJDOT Response:

The federal funding pause has impacted the pace and momentum of the project. GDC is currently assessing the impact of the pause on the scope, schedule, and budget for HTP.

- **How is the State planning to ensure that the federal government will honor its financial commitments to the Hudson Tunnel Project? Could the project be completed with the loss of federal financial support?**

NJDOT Response:

On February 2, 2026, GDC filed a complaint against the United States alleging breach of Full Funding Grant Agreement No. NY-2024-015-00 with Federal Transit Administration (“FTA”), Grant Agreement No. 69A36524420700FSPNY with the Federal Railroad Administration (“FRA”), Grant Agreement No. NY-2024-014-00 with FTA, and RRIF Loans with the U.S. Department of Transportation (“USDOT”) Nos. 2024-0050, 2024-0051, and 2024-0052 (collectively “federal grant and loan agreements”). The Complaint sought \$205,275,358 (representing amounts past due since October 1, 2025), additional sums if unpaid when due, and damages for breach of the federal grant and loan agreements.

On February 9, 2026, a Motion for Summary Judgment and Request for Expedited Briefing was filed by GDC. On February 10, 2026, the Court granted the request for expedited briefing with a response due on February 27, 2026, GDC’s reply due on March 6, 2026, and oral argument on March 12, 2026. On March 12, 2026, the Court of Federal Claims dismissed all but 2 counts in the Complaint seeking damages for breach of the federal grant and loan agreements and indicated it would grant expedited relief on future claims filed if requests for reimbursement were not paid when due.

On February 3, 2026, the States of NY and NJ filed a lawsuit in the U.S. District Court for the Southern District of New York alleging the September 30, 2025, letter issued by USDOT to GDC violated the Administrative Procedure Act, and other federal laws, and requested a temporary restraining order (“TRO”).

On February 9, 2026, the TRO was granted, USDOT’s request for a stay was denied, and an administrative stay was entered by the U.S. District Court until February 12, 2026, at 5 p.m. On February 9, 2026, USDOT filed an appeal with the 2nd Circuit Court of Appeals and requested a stay of the TRO. The administrative stay expired on February 12, 2026, and no action was taken by the Court of Appeals on the request to stay the TRO. Therefore, the federal government elected to pay GDC’s requests for reimbursement previously submitted and were past due in the amount of \$205,275,358 and continued to pay other requests as they became due. The request to stay the TRO was ultimately denied by the 2nd Circuit Court of Appeals.

A Motion to Dismiss was filed by the federal government with the U.S. District Court for the Southern District of New York, a response is due on March 31, 2026, and a reply is due on April 7, 2026. A hearing is scheduled in the U.S. District Court for a preliminary injunction on April 16, 2026.

- **What contingency plans are in place to avoid future construction shutdowns due to unreliable federal disbursements?**

Discussion Points (Cont'd)

NJDOT Response:

GDC has advised representatives from both states of the need for increased liquidity to enable the project to withstand future funding interruptions. GDC is preparing a solicitation for liquidity based on same terms and conditions as included in the existing \$500M Revolving Credit Agreement with Bank of America for additional liquidity from a group of pre-approved commercial banks. The responses to the solicitation will provide a critical data point.

- **What is the current arrangement to cover any future cost overruns for the project?**

NJDOT Response:

Each of the state backed RRIF loans contain a Tranche B in the amount of \$487M to cover cost overruns.

4. Federal funding exceeds the State's contribution to the New Jersey Transportation Capital Plan. In FY 2026, for example, the capital plan totals \$5.33 billion, of which the department estimates federal funds will account for \$3.25 billion. The current federal five-year surface transportation reauthorization (Infrastructure Investment and Jobs Act), however, will expire at the end of federal FY 2026. It is unclear when the federal government will reauthorize large-scale funding for surface transportation projects and at what levels.

- **Questions: How is the department planning for the expiration of the federal Infrastructure Investment and Jobs Act in September 2026? What assumptions is the department making regarding the level of federal highway and transit funding that will support State surface transportation infrastructure projects in FY 2027 and beyond? What is the risk that the assumptions are overly optimistic?**

NJDOT Response:

The 2027 Capital Program is fiscally constrained to match projected assumptions about State and Federal funding levels. State TTF funding is aligned with the current Transportation Trust Fund Reauthorization. The Federal funding assumptions included the continuation of all formula programs at IJA levels, and the discontinuation of the Federal Bridge Formula (BFP) Program and National Electric Vehicle Program (NEVI).

- **How would a prolonged delay in the reauthorization of federal funding for surface transportation projects affect New Jersey? Would currently funded projects be affected? If so, please explain and provide details. Would the uncertainty delay the planning for future projects only?**

NJDOT Response:

The current federal surface transportation bill needs to be extended or replaced at the end of Federal Fiscal Year 2026. These resources will be required to initiate new work and add necessary funding to ongoing projects. In the absence of a new bill, all federal work is at risk.

5. P.L.2024, c.109 created the Target Zero Commission with the primary goal of eliminating traffic fatalities and serious injuries on State roads by 2040 using a "safe system approach." In

Discussion Points (Cont'd)

response to the legislation, the department has installed smart safety technology at the 10 most dangerous intersections in the State, which were targeted for critical safety upgrades.

Local Aid and Economic Development Grants support county and municipal transportation capital improvements (i.e., the Transit Village Grant Program, the Safe Streets to Transit Program, and the Bikeway Grant Program) predominantly through General Fund appropriations. The \$8 million FY 2026 appropriation to Local Aid and Economic Development Grants reflected a 50 percent decrease from FY 2025.

- **Questions:** What performance metrics is the department using to evaluate the effectiveness and cost-efficiency of the smart safety technology interventions in reducing crashes, fatalities and serious injuries? Does the department plan to deploy this technology in additional high-risk corridors as part of the Target Zero Strategy?

NJDOT Response:

The Target Zero Commission effort is ongoing. The intention is to see a significant reduction in fatalities and serious injuries. The mix of safety improvements which best address specific high-risk location is under development. The projects at the ten most dangerous intersections and the Target Zero Commission are related in that they address safety but are separate activities. More time is needed to evaluate the benefits of the improvement at the top ten intersections.

- **How has the FY 2026 reduction in funding for Local Aid and Economic Development Grants affected the State's ability to support municipal and county projects aligned with the Target Zero "safe system approach", such as Safe Streets to Transit, Transit Village improvements, and bikeway safety programs?**

NJDOT Response:

A 50% reduction in Grant in Aid Funding from \$16 million in FY 2025 to \$8 million in FY 26 resulted in an overall reduction in grant awards for Safe Streets to Transit, Bikeway, and Transit Village projects. These three programs combined awarded 41 grants in FY 2025 vs. 23 grants in FY 2026 (an overall reduction of 44%). If Grant in Aid is eliminated for FY 2027, the funding for each of these programs respectively would be limited to a \$1 million allocation of TTF funds within the NJDOT Capital Program.

- **How is the department prioritizing local aid allocations to advance the Target Zero goal of eliminating traffic fatalities and serious injuries by 2040?**

NJDOT Response:

NJDOT is using the High Injury Network (HIN) to prioritize projects by adding points to those projects which will elevate their rating above others through the competitive grant process. Applicants to these programs will see HIN locations identified on the mapping tool used to input potential projects. Therefore, the applicant will see the HIN locations and should adjust the project to include those locations at the time of application.

6. The New Jersey Turnpike Authority's 17-year Newark Bay-Hudson County Extension Improvements Program was projected to cost \$4.7 billion in May of 2022. In response to a FY 2026

Discussion Points (Cont'd)

OLS Discussion Point, the department maintained a revised \$10.7 billion cost estimate. The original project was to modernize the 8.1-mile Newark Bay extension of the New Jersey Turnpike, including the widening of the Hudson County extension by replacing the 70-year-old bay bridge with two spans that would double the lane capacity. In March 2026, the Governor recommended advancing the design and permitting work on the roadway structures leading to the Holland Tunnel for safety improvements only, without expanding the roadway's capacity.

- **Questions: Please provide a status update on the Newark Bay-Hudson County Extension Improvements Program.**

NJDOT Response:

The Turnpike Authority is continuing to move forward by investing in safety and resiliency with the immediate construction of a four-lane bridge with shoulders and improvements to shift traffic off the aging existing Newark Bay bridge in 2031. At the March 4, 2026, Board of Commissioner's meeting, the Turnpike Authority took the initial steps by authorizing the construction contracts to build the Newark Bay construction access trestles to build the new cable stayed bridge. The award veto period expired on March 20, 2026, and the two construction access trestle contracts are now moving towards execution. This action is a critical commitment towards the safety and resiliency improvements which include the construction of the new cable-stayed bridge to the north of the existing bridge, as well as the reconstruction of Interchange 14 ramps in Newark and Interchange 14A ramps in Bayonne/Jersey City.

Prequalification of contractors for the cable stayed bridge is scheduled for Summer of 2026, with contract bidding to begin before the end of 2026. Demolition of the existing Newark Bay Bridge is anticipated to begin approximately Q4 2031, once traffic is moved off the existing bridge to the new cable-stayed bridge. This bridge demolition will address National Transportation Safety Board's concerns for safety of the existing bridge.

Further, the Turnpike Authority has been asked to address the safety concerns east of Interchange 14C toll plaza. The Turnpike Authority is progressing the preliminary design and environmental process to replace the aging and deteriorating bridges for the two miles of roadway bridge from the Interchange 14C toll plaza to Jersey Avenue in Jersey City. Full shoulders will be added within this section of the Extension for safety; no additional lanes are being added as stated by the Governor. Final design is anticipated to begin in late 2027 upon completion of the environmental process.

The Turnpike Authority intends to meet with the City of Bayonne and work to explore solutions to their traffic congestion challenges.

- **What is the updated cost estimate of the project without the widening of the roadway, as originally planned? To what extent has the projected cost explosion relative to the May 2022 estimate of \$4.7 billion contributed to the recommendation not to expand the roadway's capacity?**

Discussion Points (Cont'd)

NJDOT Response:

The Turnpike Authority is currently advancing a \$6.7 billion dollar planning, design, and construction program for the Newark Bay-Hudson County Improvements Program to immediately address and invest in safety, resiliency, and job creation.

The current budget includes the advance construction of construction access trestles to build a new cable stayed bridge to the north of the existing bridge, as well as the reconstruction of Interchange 14 ramps in Newark and Interchange 14A ramps in Bayonne/Jersey City.

Additionally, the preliminary design and environmental process will be completed to advance final design of the two miles of roadway bridge east of the Interchange 14C toll plaza to Jersey Avenue in Jersey City. Construction of Interchange 14C to Jersey Avenue bridges will be addressed in future budgets.

- **How will the abandonment of the previously planned expansion of the roadway's capacity affect the anticipated completion date of the Newark Bay-Hudson County Extension Improvements Program?**

NJDOT Response:

The Newark Bay-Hudson County Improvements Program is on schedule to address the safety concerns of the existing aging bridge. Demolition of the existing Newark Bay Bridge is anticipated to begin approximately Q4 2031, once traffic is moved off the existing bridge.

7. The FY 2027 Governor's Budget anticipates a \$200 million supplemental appropriation for winter operations, including snow removal, in FY 2026. The base appropriation for this purpose was \$10.4 million.

- **Questions: Please provide a revised cost projection for FY 2026 winter operations by component, including in-house and contracted labor and anti-icing supplies. Please indicate the amount of different anti-icing supplies the department used in FY 2026. How do these amounts compare to prior years?**

NJDOT Response:

The Department's winter operations response during the current year (CY 2025-CY2026) has seen a significant increase in the number of winter activations, the magnitude of snow precipitation, and the potential public safety impact compared to other years. Although the vendor payment process is still ongoing for the more recent events, the total cost for winter operations year to date stands at \$172.6 million. This figure is comprised of \$124.3 million in contractor costs, \$26.5 million in materials, and \$21.8 million in overtime costs.

In terms of materials application, there has been a proportional increase in the use of salt and liquid calcium during FY 2026 compared to FY 2025. Specifically, 249,000 tons of salt and 401,000 gallons of liquid calcium were applied in FY 2026, up from 219,000 tons of salt and 347,000 gallons of liquid calcium in FY 2025. However, the application of brine decreased in FY 26, with only 14,000 gallons used

Discussion Points (Cont'd)

compared to 28,000 gallons in FY 2025. This reduction in brine application is due to the intensity and frequency of winter activations not being conducive to the pretreatment of roadways.

- **Please provide a table of snow removal unit contract costs for the department, the New Jersey Turnpike Authority, and the South Jersey Transportation Authority.**

NJDOT Response:

Snow Removal Contract Average Labor Rate Per Hour	
<i>Organization</i>	<i>Rates</i>
<i>NJDOT</i>	<i>\$470</i>
<i>NJTA</i>	<i>\$392</i>
<i>SJTA</i>	<i>\$288</i>

NJDOT supports 2,330 centerline miles, NJTA supports 316 centerline miles, and SJTA supports 49.2 centerline miles. NJDOT also provides snow and ice countermeasures on both major highways and other roads with different road profiles and many potential snow clearing challenges, such as more rural areas, signalized intersections, pedestrian crossings, parked cars, driveways, curb cuts, elevation changes, and other features.

8. The Governor proposes increasing State funding for the New Jersey Innovation Authority by \$13.3 million in FY 2027. According to the FY 2027 Budget-in-Brief, the recommended funding level would “support the Governor’s efforts to improve customer experience, reduce administrative burdens, and make government more responsive and accountable.”

- **Questions:** Please describe the current and past collaborations between the New Jersey Innovation Authority and the Department of Transportation. What have been the objectives and outcomes of the joint projects? Please detail the associated impacts on the satisfaction of the department’s service recipients and contractors, its performance metrics, as well as expenditures and revenues.

NJDOT Response:

NJDOT previously worked with the New Jersey Innovation Authority to link permit processes from business.nj.gov, guiding users to our existing permitting system. The Authority also provided assistance with analysis of the previous crash record backlog.

- **What additional collaborations is the department planning or implementing with the New Jersey Innovation Authority? What are the objectives of the new initiatives and their anticipated impacts on department revenues and expenditures? How are the new initiatives anticipated to improve the satisfaction of the department’s service recipients and contractors, its system performance, and administrative efficacy? Please use any available metrics that will be used to assess the success or failure of the initiatives.**

Discussion Points (Cont'd)

NJDOT Response:

With information contained in our electronic permitting system, NJDOT plans to provide information regarding permits for the forthcoming permit dashboard. As technology needs and opportunities for efficiencies arise, we look forward to the continued collaboration.

9. The FY 2027 Governor's Budget includes a recommended \$10 million appropriation for the conversion of the department's financial management system to NJHIVE, the State's modern enterprise accounting platform. According to the FY 2027 Budget-in-Brief, doing so would improve the department's financial management capacity and accelerate the processing of more than \$1 billion in annual federal transportation project reimbursements.

- **Questions:** Please provide the timeline for the conversion of the department's financial management system to NJHIVE, the State's modern enterprise accounting platform, and specify as well as quantify the anticipated benefits of using the new accounting platform. Is the department the first department to migrate to NJHIVE?

NJDOT Response:

NJDOT utilizes a subsidiary ledger to meet cost accounting requirements that are not covered by the State's current accounting system. This is essential for billing and receiving reimbursements for costs associated with Federal Highway Administration projects.

During the requirements gathering and discovery phase for the design and implementation of NJHive, led by the Department of the Treasury and the selected vendor, NJDOT's subject matter experts in fiscal matters and information technology identified that significant system changes and integrations would be necessary to ensure the required functionality remained upon the decommissioning of the existing system.

NJDOT is eager to continue collaborating with the Office of Information Technology and Treasury on this project. Once the design document is finalized, NJDOT plans to work in parallel with the NJHive implementation.

10. P.L.2023, c.68 appropriated \$137 million from the off-budget New Jersey Debt Defeasance and Prevention Fund to pay all or any portion of the State match requirement as a condition of New Jersey Transit receiving federal grant funds towards capital project(s).

- **Question:** Please provide a status update for each capital project receiving an allocation out of the \$137 million New Jersey Debt Defeasance and Prevention Fund appropriation for State matching funds, including:
 - A. the current project stage;
 - B. the projected completion date;
 - C. the total projected cost, by component;
 - D. if the Debt Defeasance and Prevention Fund appropriation is not expected to cover the entire project cost, please identify other funding sources;

Discussion Points (Cont'd)

- E. whether any vendors are anticipated to be selected to design the project and guide the construction, and the status of the procurement for such services;
- F. if a vendor has been selected for the design and planning of the project as well as construction management, please name the vendors and provide the terms of compensation; and
- G. whether there are known cost overruns relative to original projections.

Please see Attachment A

11. The table below shows all allocations to the Department of Transportation from the State's largely discretionary \$6.24 billion federal Coronavirus State Fiscal Recovery Fund grant under the American Rescue Plan Act of 2021. The federal grant had to be obligated by December 31, 2024 and must be spent by December 31, 2026. Any sum remaining unexpended after this date will revert to the federal government. States, however, may transfer unexpended previously obligated funds among programs that had received an allocation by December 31, 2024.

Status of Coronavirus State Fiscal Recovery Fund Allocations to the Department of Transportation as of March 16, 2026			
PROGRAM	ALLOCATED	EXPENDED	BALANCE
Paulsboro Port Road Paving	\$8,000,000	\$450,892	\$7,549,108
Highway and Transportation Project Costs in Atlantic City	\$3,000,000	\$157,126	\$2,842,874
Tonnelle Avenue Project – Gateway Development Program	\$17,000,000	\$17,000,000	\$0
Small Business Enterprise Grants – Construction Material Price Escalation Mitigation	\$5,063,129	\$5,063,129	\$0
Road Resurfacing Project	\$5,000,000	\$5,000,000	\$0
TOTAL	\$38,063,129	\$27,671,147	\$10,391,982

- **Questions:** By program, by what date does the department expect to fully disburse the remaining Coronavirus State Fiscal Recovery Fund balances? Please identify the programs for which the department anticipates surplus balances by the federal December 31, 2026 expenditure deadline relative to the allocations shown in the table above as well the reasons for the expected surplus balances. If applicable, please describe the plan for reallocating undisbursed amounts prior to the federal expenditure deadline.

NJDOT Response:

The Department aims to fully expend all SFRF monies well before the December 31, 2026 deadline. The Department will work with the Division of Disaster Recovery and Mitigation in the Department of Community Affairs and the Governor's Disaster Recovery Office to ensure that any surpluses are reallocated toward other eligible State needs and expended before the deadline.

Discussion Points (Cont'd)

12. Please provide the following information:

A. An updated chart of “State Accounts with Unexpected and Uncommitted 480 Funds”;

Please see Attachment B

B. Actual and projected annual sources, uses, and balances for the eight-year Transportation Trust Fund Authority capital program for FY 2020 to FY 2027. Please include a table showing annual actual and projected opening balance, revenues, expenditures, and closing balance of the Transportation Trust Fund Authority Subaccount for Capital Reserves;

Please See Attachment C

C. A breakdown of individual capital program lines and amounts that comprise FY 2025 through FY 2027 salary and overhead; and

The Department’s originally programmed amounts were \$110,000,000 in FY 2025, \$112,250,000 in FY 2026 and a planned \$115,000,000 in FY 2027.

D. A breakdown of individual capital program lines and amounts that comprise FY 2026 and FY 2027 permitted maintenance.

Program Line Item	FY 2026	FY 2027
Drain Rehabilitation and Maintenance	\$ 14.0	\$ 24.3
Electrical Facilities	\$ 4.0	\$ 4.5
Regional Action Program	\$ 3.0	\$ 3.0
Signs Program, Statewide	\$ 3.0	\$ 3.0
NJDOT Subtotal	\$ 24.0	\$ 34.8

Question #10-Attachment A New Jersey Transit Debt Defeasance and Prevention Fund Utilization

Project	DD Amount (in millions)	Project Stage	Scheduled Completion Date	Total Project Cost (in millions)	Total Project Cost By Component (in millions)	Other Funding	Vendors and Procurement Status	Plan / Design / CM Names and \$ Value
Bradley Beach Station	\$ 7.9	Completed 10% design progressing to 30% design	8/1/2029	\$ 22.4	Design \$2.2 Const. \$11.5 CM \$2 Contingency \$4.9m Other \$1.8m	All Stations Accessibility Program (ASAP)	Design consultant selected	Jacobs Engineering \$2.2m
Hilton Bus Garage	\$ 4.7	In concept design	12/1/2030	\$ 165.5	Design \$7.1 Const. \$45.8 CM \$1.6 Utility Relocation \$28 Contingency \$80 Other \$3	FTA Discretionary	None	None
Long Branch Station Pedestrian Tunnel	\$ 5.3	Completed 10% design progressing to 30% design	6/1/2030	\$ 26.4	Design \$5.3 Const. \$14 CM \$2 Contingency \$2 Other \$3.1	FTA Discretionary, FHWA Redist., FHWA Redist., and TTF	Design consultant selected	Jacobs Engineering \$3.1m
NYWW Hybrid Ferry Retrofit	\$ 1.6	Completed 100% design	9/1/2030	\$ 17.0	Rehab old Rolling Stock \$16.2 Proj Admin \$0.8	All Stations Accessibility Program (ASAP)	None	None
Pascack Valley Line Modernization	\$ 15.3	Completed 10% design progressing to 30% design	4/1/2031	\$ 33.4	Design \$2.3 Const. \$19.1 CM \$1.9 Contingency \$6.7 Other \$3.4	All Stations Accessibility Program (ASAP), TTF	Design consultant selected	Jacobs Engineering \$4.2m
Track Curvature Study - Orange Station and Chatham	\$ 0.6	In Procurement	10/1/2027	\$ 2.0	Planning \$1.8 Project Admin \$0.2	All Stations Accessibility Program (ASAP)	None	
Kearny Point Bus Garage	\$ 19.2	Completed 30% design progressing to 75% design	4/1/2029	\$ 161.0	Design \$9.5 Const. \$130 CM \$3 Contingency \$16.4 Other \$2.1	FTA Discretionary, FTA Sec 5307, TTF	Design consultant selected	HNTB Corp \$9.4m
NY Penn Reconstruction	\$ 25.0	In Final design	9/1/2026	\$ 25.0	Design \$25	None	Design consultant selected	Transit confirming
Sawtooth Bridges - NJT Support Costs	\$ 22.5	In Final design	1/1/2026	\$ 24.6	Design \$0.2 Const. \$7.2 Contingency \$3.2 Flagging \$3.9 Project Admin \$1.7 Materials \$8.4	TTF	None	None
Gateway, Phase 1 Hudson Yards Concrete Casing 3A	\$ 34.6	NJDOT does not have specific information related to project stages, project costs and the other line item categories as the project is not under our management. The Gateway Development Corporation would be the more appropriate party to provide that information.						
Total	\$ 136.6							

State Accounts with Unexpended and Uncommitted 480 Funds
Current Appropriation Balances as of Start of Business 03/26/2026
Attachment B For OLS Discussion Points

Budget FY	Original Approp Amount	Authorized Budget Amount	Expended	Pre-encumbered	Encumbered	Uncommitted	Unexpended
1994	\$821,938,462.55	\$842,055,167.56	\$838,911,294.62	\$261,933.49	\$1,308,328.85	\$1,552,273.05	\$3,122,535.39
1995	\$565,000,000.00	\$564,374,045.42	\$565,522,293.08	\$23,004.03	\$193,799.54	\$35,580.23	\$252,383.80
1996	\$700,000,000.00	\$698,826,666.94	\$719,701,311.41	\$0.00	\$13,771.83	\$37,701.73	\$51,473.56
1997	\$700,000,000.00	\$699,703,269.10	\$699,365,977.59	\$11,000.00	\$65,405.82	\$260,885.69	\$337,291.51
1998	\$900,000,000.00	\$897,145,923.20	\$896,890,779.25	\$4,870.16	\$48,240.26	\$202,033.53	\$255,143.95
1999	\$700,000,000.00	\$701,380,000.00	\$699,828,863.26	\$94,210.30	\$948,935.06	\$507,991.38	\$1,551,136.74
2000	\$900,000,000.00	\$896,015,924.95	\$895,730,374.57	\$159,416.68	\$33,163.78	\$92,969.92	\$285,550.38
2001	\$900,000,000.00	\$884,070,219.12	\$883,568,736.84	\$141,644.93	\$333,925.66	\$25,911.69	\$501,482.28
2002	\$1,107,500,000.00	\$1,050,028,362.58	\$1,049,592,297.00	\$216,626.31	\$129,112.37	\$90,326.90	\$436,065.58
2003	\$1,108,000,000.00	\$1,106,089,221.83	\$1,105,175,003.61	\$234,125.04	\$678,772.87	\$1,320.31	\$914,218.22
2004	\$1,228,200,000.00	\$1,224,550,000.00	\$1,223,879,813.99	\$167,204.63	\$472,329.54	\$37,072.09	\$676,606.26
2005	\$1,292,597,000.00	\$1,292,597,000.00	\$1,292,207,985.01	\$9,410.00	\$332,550.22	\$47,054.77	\$389,014.99
2006	\$1,205,000,000.00	\$1,205,000,000.00	\$1,204,583,621.35	\$261,082.05	\$113,177.73	\$42,118.87	\$416,378.65
2007	\$1,600,000,000.00	\$1,600,000,000.00	\$1,598,451,365.19	\$327,516.97	\$1,301,962.35	\$40,041.83	\$1,669,521.15
2008	\$1,600,000,000.00	\$1,600,000,000.00	\$1,597,226,323.63	\$476,560.79	\$2,229,725.15	\$67,390.43	\$2,773,676.37
2009	\$1,600,000,000.00	\$1,600,000,000.00	\$1,596,030,073.32	\$209,656.48	\$2,968,043.24	\$792,226.96	\$3,969,926.68
2010	\$1,600,000,000.00	\$1,600,000,000.00	\$1,593,665,961.66	\$267,423.52	\$4,272,181.61	\$1,794,433.21	\$6,334,038.34
2011	\$1,600,000,000.00	\$1,600,000,000.00	\$1,593,372,406.57	\$246,098.00	\$4,783,286.67	\$1,598,208.76	\$6,627,593.43
2012	\$1,247,000,000.00	\$1,247,000,000.00	\$1,239,067,348.83	\$257,559.16	\$6,551,358.23	\$1,123,733.78	\$7,932,651.17
2013	\$1,247,000,000.00	\$1,247,000,000.00	\$1,239,722,934.64	\$662,136.28	\$6,208,244.38	\$406,684.70	\$7,277,065.36
2014	\$1,224,000,000.00	\$1,224,000,000.00	\$1,201,908,520.67	\$358,480.19	\$17,334,644.49	\$4,398,354.65	\$22,091,479.33
2015	\$1,225,000,000.00	\$1,225,000,000.00	\$1,178,129,006.70	\$965,176.82	\$42,541,613.76	\$3,366,165.03	\$46,872,955.61
2016	\$1,247,000,000.00	\$1,247,000,000.00	\$1,147,649,227.38	\$1,322,529.31	\$84,852,448.05	\$13,145,760.42	\$99,320,737.78
2017	\$2,000,000,000.00	\$2,000,000,000.00	\$1,781,903,674.43	\$6,546,181.77	\$133,310,832.22	\$78,240,496.52	\$218,097,510.51
2018	\$2,000,000,000.00	\$2,000,000,000.00	\$1,778,416,242.02	\$25,257,823.33	\$172,361,856.55	\$23,964,078.10	\$221,583,757.98
2019	\$2,000,000,000.00	\$2,000,000,000.00	\$1,814,307,321.85	\$18,440,411.37	\$149,346,052.91	\$17,906,213.87	\$185,692,678.15
2020	\$2,000,000,000.00	\$2,000,000,000.00	\$1,684,270,709.95	\$32,159,375.86	\$239,687,350.95	\$43,882,563.24	\$315,729,290.05
2021	\$2,600,000,000.00	\$2,600,000,000.00	\$2,220,750,538.46	\$60,958,366.71	\$272,649,886.96	\$45,641,207.87	\$379,249,461.54
2022	\$2,000,000,000.00	\$2,000,000,000.00	\$1,600,489,854.64	\$13,693,933.55	\$369,252,609.29	\$16,563,602.52	\$399,510,145.36
2023	\$2,000,000,000.00	\$2,000,000,000.00	\$1,362,196,483.66	\$35,566,792.60	\$541,456,194.20	\$60,780,529.54	\$637,803,516.34
2024	\$2,000,000,000.00	\$1,999,999,757.00	\$1,237,439,687.68	\$28,247,838.46	\$676,946,628.16	\$304,281,193.84	\$1,009,475,660.46
2025	\$2,000,000,000.00	\$1,965,400,000.00	\$846,527,142.08	\$30,716,065.01	\$1,016,406,173.36	\$106,350,619.55	\$1,153,472,857.92
2026	\$2,000,000,000.00	\$2,000,000,000.00	\$324,635,943.47	\$120,316,331.52	\$1,010,354,215.17	\$544,693,509.84	\$1,675,364,056.53
Total:	\$46,918,235,462.55	\$46,817,235,557.70	\$40,711,119,118.41	\$378,580,785.32	\$4,759,486,821.23	\$1,271,970,254.82	\$6,410,037,861.37

**Transportation Trust Fund Authority
Subaccount for Capital Reserves
2020-2027**

ATTACHMENT C FOR FY27 OLS DISCUSSION POINTS

	FY20 Actual	FY21 Actual	FY22 Actual	FY23 Actual	FY24 Actual	FY25 Actual	FY26 Revised	FY27 GBM
Resources:								
Opening Balance	\$ 872,598,380.13	\$ 578,541,274.31	\$ 844,261,350.63	\$ 756,270,702.44	\$ 625,284,821.91	\$ 605,927,099.87	\$ 865,507,905.32	\$ 865,439,000.00
Capital Reserves Deposit - PPGR	578,541,274.31	844,261,350.63	756,270,702.44	625,284,821.91	605,927,099.87	812,194,754.32	818,217,000.00	777,369,000.00
Capital Reserves Deposit - EV Fee	-	-	-	-	-	53,313,151.00	47,222,000.00	50,352,000.00
Total Resources	\$ 1,451,139,654.44	\$ 1,422,802,624.94	\$ 1,600,532,053.07	\$ 1,381,555,524.35	\$ 1,231,211,921.78	\$ 1,471,435,005.19	\$ 1,730,946,905.32	\$ 1,693,160,000.00
Uses:								
Capital Construction (PayGo)	(537,821,026.85)	(286,319,856.31)	(552,040,432.63)	(464,055,534.44)	(286,435,403.91)	(290,509,185.56)	(482,546,210.32)	(527,839,162.50)
Palisades Interstate Park Commission (P.L. 2025, c. 318)	-	-	-	-	-	-	(45,000,000.00)	-
Federal Project Costs	(334,777,353.28)	(292,221,418.00)	(292,220,918.00)	(292,215,168.00)	(338,849,418.00)	(315,417,914.31)	(337,961,695.00)	(337,599,837.50)
Total Uses	\$ (872,598,380.13)	\$ (578,541,274.31)	\$ (844,261,350.63)	\$ (756,270,702.44)	\$ (625,284,821.91)	\$ (605,927,099.87)	\$ (865,507,905.32)	\$ (865,439,000.00)
Ending Balance	\$ 578,541,274.31	\$ 844,261,350.63	\$ 756,270,702.44	\$ 625,284,821.91	\$ 605,927,099.87	\$ 865,507,905.32	\$ 865,439,000.00	\$ 827,721,000.00