

Report of the Transportation and Infrastructure Innovation Action Team

According to the [Transportation and Infrastructure Innovation Action Team report](#),

The Transportation and Infrastructure Innovation Action Team report highlighted that “New Jersey’s transportation infrastructure serves as the backbone for our continued prosperity, growth, and quality of life” and noted that the state’s transportation network is multilayered with each component requiring regular assessment. The report highlighted the importance of public transportation with the need to focus on South and Central Jersey and the potential economic growth around transit hubs.

The Transportation and Infrastructure Innovation Action Team proposes that the Administration consider the following recommendations:

- Improving Public Transit Performance, Reliability and Ridership

It is recommended that additional dedicated, sustainable funding sources for NJ Transit be prioritize; reevaluate the cost structure of current right-of-way agreements to determine if they are appropriate and determine whether the state can recover additional costs from lease holders; explore additional revenue generation strategies, including land value capture surrounding NJ Transit stations, surcharges on taxis, limousines, and rideshares that are dedicated to NJ Transit, continued dedication of toll revenue from NJ Turnpike tolls to NJ Transit; shift to a proactive, predictive maintenance model; upgrade the NJ Transit mobile application to address the concerns of NJ Transit customers regarding its design and functionality including customer feedback; task the Commissioner of Transportation with leading an inclusive Mobility Corridor approach where the scope and timing of capital projects complement each other, maximize access to transit facilities, and incorporate bicycle and pedestrian elements; pool procurements between and among Department of Transportation, NJ Transit, and New Jersey Turnpike Authority for additional opportunity for cost savings and streamlined procurement timelines as well as enable and encourage the use of Alternative Delivery methodologies such as Design-Build, Progressive Design-Build, Construction Manager At-Risk and Public Private Partnerships; adopt a more disciplined, centralized approach to federal funding, including maximizing formula and discretionary grant awards, systematically deploying federal credit tools to reduce borrowing costs, and ensuring that New Jersey is consistently positioned as a grant-ready state and an execution-ready state; streamline and standardize grant application, approval, and draw-down processes across agencies, aligning internal schedules to federal Notice of Funding Opportunities and post-award requirements; institute a transparent “federal funds capture and execution” report card, tracking both dollars pursued and dollars successfully obligated and drawn down; and unlock new matching opportunities for flexible pathway that can strengthen applications, stretch scarce state dollars, and advance projects of regional and national importance.

- Unlocking State-Owned Assets for Economic Growth and Opportunity

It is recommended establishing a standing interagency working group, led by a Governor Officer staffer, that is tasked with transportation policy planning with the responsibility for facilitating project advancement and multimodal service planning, aligning planning and scheduling, and actively resolving interagency barriers; direct all state agencies to perform an inventory of their owned properties and assets, similar to the work done by NJ Transit for preparation of the [Leveraging Assets for Non-farebox Dollars \(LAND\) Plan](#), with a single agency collecting the data; elevate NJ Transit's LAND Plan with legislation that directs and enables New Jersey Transit to enact elements of the LAND Plan and adopt a similar framework for all state-owned properties; and formalize NJ Transit's working relationship with local governments to partner for housing at Transit-Oriented Development (TOD) sites through expedited permitting processes.

- Investing in New Jersey's Transportation Needs for Today and Tomorrow

It is recommended the exploration of creating a South Jersey bus rapid transit network connecting population centers, jobs and transit hubs; examine port expansion at Camden, Paulsboro and Salem; improve tourism connectivity in Atlantic City by examining a variety of transportation investments; prioritize the expansion of light rail across the state; and explore possible improvements to [Access Link ADA Paratransit](#) service that considers the safety and needs of its users including the ability for same day ride reservations.

- Ensuring a world-class commuter experience for FIFA World Cup 2026 and United States Semiquincentennial

It is recommended that a subcabinet level position be created to focus on ensuring New Jersey is prepared for the upcoming challenges, including the mobility demands to events across the state.

- Accelerating and unfreezing state bottlenecks to expedite capital project delivery, procurement, and agency review

Provide Alternative Delivery mechanism, such as design-build, progressive design-build, Construction Manager At-Risk and Public Private Partnerships, and reform state permitting and procurement process.

- Reexamine the governance and financing structure of New Jersey's various transportation entities

It is recommended that New Jersey Department of Transportation, New Jersey Turnpike Authority and New Jersey Transit be combined into a single organizational entity with a single flexible Transportation Trust Fund to a more limited financial pooling of financial services. As an alternative, consolidate

highway, bridge, toll facilities, transit, aviation and port facilities into one department led by a Commissioner who is responsible for building a consolidated multi-year multi-modal capital project program and operating budget or pool capital and operating financial resources into a single trust fund.

- Expanding micro transit services in New Jersey and ensuring synergy between various services while maintaining flexibility for local policymakers

According to the report, “expanding state support for micro transit and increasing synergy between the different micro transit options in the state and New Jersey’s public transit network will not only vastly improve mobility for many residents in a relatively quick and cost-effective manner, but it will also provide critical support for the long-term viability of New Jersey’s transit systems.” It is recommended that grant funding opportunities for county and local governments to initiate, expand or operate micro transit services as well as explore integrating micro transit services into New Jersey Transit’s app and website.