



North Jersey Transportation Planning Authority

PLANNING AND ECONOMIC DEVELOPMENT COMMITTEE

Commissioner Jason Sarnoski, Chair
Commissioner Bette Jane Kowalski, Vice Chair

PROJECT PRIORITIZATION COMMITTEE

Commissioner Charles Kenny, Chair
Commissioner Zachary Rich, Vice Chair

Joint Meeting Agenda

October 20, 2025

10:30 AM

Join Zoom Meeting

<https://njtpa-org.zoom.us/j/98976083970?pwd=jpwzPxbsVG7VahyKsrGMCiyUdsMjf6.1>

Meeting ID: 989 7608 3970

Passcode: 498950

888 788 0099

833 548 0276

- I. Roll Call
- II. Approval of Minutes
- III. Regional Transportation Advisory Committee (RTAC) Report – David Antonio, Essex County
- IV. Presentation: Complete Streets Technical Assistance Update – Peter Bilton, Central Staff
- V. Action Items

Project Prioritization Committee

1. Approval of the FY 2025 Transportation Alternatives Set-Aside Program Projects – Mark Serrano, Central Staff

Planning and Economic Development Committee

1. Endorsement of NJDOT Updated Roadway Functional Classification System – Keith Miller, Central Staff

VI. Information Items

1. FY 2027 Unified Planning Work Program – Angellita Young, Central Staff
2. Route 1 Northbound Bridge over Raritan River Financial Plan – Vanessa Koenigkramer, Central Staff

VII. Written Information Items

1. Zoning Atlas Update – Richard Cippoletti, Central Staff
2. Congestion Management Process: Accessibility and Mobility Regional Reassessment Products – Eugene McGuinness, Central Staff
3. PRIME Users Group – Jeffrey Vernick, Central Staff
4. NJTPA Prototype Bicycle Travel Demand Model – Brian Fineman and Hella Alnajjar, Central Staff

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

IX. Other Items

X. Next Meeting: December 15, 2025, 10:30 a.m.

XI. Adjournment



North Jersey Transportation Planning Authority, Inc.

PLANNING AND ECONOMIC DEVELOPMENT COMMITTEE

Commissioner Charles Kenny, Chair
Commissioner Susan Soloway, Vice Chair

PROJECT PRIORITIZATION COMMITTEE

Commissioner John Kelly, Chair
Commissioner Bette Jane Kowalski, Vice Chair

October 20, 2025

VII. Written Information Items

Zoning Atlas Update – Richard Cippoletti, Central Staff

Central Staff have completed the mapping of zoning for all municipalities in the NJTPA region. The QA/QC work on the GIS dataset is complete. NJTPA continues to collect and upload zoning code information into a non-graphic database. This process takes time because every municipality has their own way of hosting the dataset. This process is well on its way to completion. Staff are working on applications to host the zoning data and when complete, NJTPA will share it with RTAC members. NJTPA may reach out to RTAC members when zoning data and zoning changes since maintaining and updating the Zoning Atlas will be a core activity in the Subregional Transportation Planning (STP) program in FY 2027. are difficult to find. NJTPA is working with the National Zoning Atlas folks to help upload NJTPA's data into their system.

Congestion Management Process: Accessibility and Mobility Regional Reassessment Products – Eugene McGuinness, Central Staff

Work products are available on the [NJTPA's website](#) for the latest Congestion Management Process (CMP) update study, the *Accessibility and Mobility Regional Reassessment*. The study, which concluded in July, engaged in a multidisciplinary multiagency CMP Working Group as products were developed. Central Staff thanks the working group for its input and plans to keep members involved in future CMP analysis.

The study evaluated existing and emerging regional accessibility and mobility needs from a multimodal standpoint, leveraging traditional public data sources with location-based service data that allowed various modes of trip making behavior to be estimated.

A final report and technical reports cataloging findings of regional needs and strategy avenues to pursue, with many of the mapped findings reproduced in an online ESRI StoryMaps collection, are available on the [NJTPA website](#) and were entered into PRIME for future use. Additionally, a series of strategy profiles were developed to provide background and guide future

implementation. Results from this CMP update informed the needs described in *Connecting Communities: The NJTPA Long Range Transportation Plan*.

PRIME Users Group – Jeffrey Vernick, Central Staff

At the September 29 *PRIME: New Uses, Users and Content* Workshop, Central Staff, subregional and partner agency PRIME users presented key findings for close to a dozen newly entered studies and innovative planning uses that leverage the tool’s research and reporting capabilities. The group discussed best practices for expanding PRIME viewer access to municipal planners and user preferences for improving system reporting capabilities.

NJTPA Prototype Bicycle Travel Demand Model – Brian Fineman and Hella Alnajjar, Central Staff

The NJTPA maintains the Enhanced North Jersey Regional Transportation Model (NJRTM-E), used by Central Staff and partners for numerous planning and technical analyses, including the recently completed air quality conformity determination for *Connecting Communities* and the FY 2026-2029 Transportation Improvement Program. The model’s design has, however, only cursorily represented non-motorized travel, a growing regional priority.

Central Staff worked closely with NJIT researchers in FY 2025 on a study to develop a prototype travel demand model for bicycle trips, following up on technical work from the 2023 NJTPA Active Transportation Plan and making use of newly available data. The prototype modeling work was demonstrated for three case studies – bicycle trails for the Essex-Hudson Greenway and the Secaucus Meadowlands Transitway and planned improvements for bicycle infrastructure on River Road in Hudson County.

The prototype results are documented in a final report and anticipate increases in bicycle trips with the addition of protected bikeways. Such observations are essential to help the NJTPA in assisting partner agencies in planning for potential routes for bicycle traffic and prioritizing locations for Complete Streets treatments.

In FY 2026, the NJTPA will continue to engage NJIT’s assistance in building on the bicycle modeling prototype as well as exploring new modeling methods for the complete NJRTM-E.



PLANNING AND ECONOMIC DEVELOPMENT COMMITTEE

Commissioner Jason Sarnoski – Chair
Commissioner Bette Jane Kowalski – Vice Chair

PROJECT PRIORITIZATION COMMITTEE

Commissioner Charles Kenny – Chair
Commissioner Zach Rich – Vice Chair

Joint Meeting Minutes August 18, 2025

I. Roll Call of Members

Warren County Commissioner Jason Sarnoski, Chair of the Planning and Economic Development Committee (PEDC), called the meeting to order at 10:30 a.m. Denise Truvillion, Central Staff, called the roll. Thirteen members of the Project Prioritization Committee (PPC) and 12 members of the PEDC were present (Attachment 1).

II. Approval of Minutes

Middlesex County moved the minutes of the June 16, 2025 joint committee meeting, Union County seconded, and the motion carried unanimously.

Middlesex County moved the minutes of the PPC July 14, 2025 special meeting, Monmouth County seconded, and the motion carried unanimously.

III. Regional Transportation Advisory Committee (RTAC) Update

Andras Holzmann, RTAC Vice Chair, reported on the August 11 meeting. The meeting featured a presentation from Astha Negi, Senior Transportation Planner for Middlesex County, on the county's recently completed Road Safety Audits Study, funded through the NJTPA's Subregional Studies Program. The county used this study to advance recommendations of its Vision Zero Action Plan by analyzing five corridors to identify potential improvements. The county is also working with stakeholders to identify short-term projects to implement while exploring grant opportunities for longer-term projects. The final report is available on the county's [website](#). The full presentation can be found [here](#).

IV. Presentation: Hudson County Vision Zero Safety Action Plan Adoption and Implementation

Hudson County Supervising Planner Kevin Force and Senior Transportation Planner Tanner Thul presented an overview of the Hudson County Vision Zero Safety Action Plan.

The initiative began in August 2023 with the formation of the Hudson County Vision Zero Task Force, supported by a federal Safe Streets and Roads for All grant, with the goal of eliminating all traffic-related deaths on county roads by 2034. The plan is organized around four themes: advancing the Safe System Approach by designing safer streets for all users, fostering cross-agency partnerships, expanding transit and active transportation options, and promoting a culture of traffic safety.

To inform the plan, the county used the NJTPA's Complete Streets Demonstration Library, installing temporary safety countermeasures for two weeks to measure public response. An education campaign followed, including public meetings, social media outreach, and a demonstration project on John F. Kennedy Boulevard in Jersey City.

The final plan was presented at a public hearing on March 6 and adopted by the Board of County Commissioners on March 27. The Task Force will oversee implementation of the plan's recommendations. Hudson County has applied for implementation funding through the Safe Streets and Roads for All program to move conceptual designs into reality and will continue collaborating with municipalities on joint applications.

The complete meeting recording can be found [here](#). Following the presentations, participants asked questions on topics related to the [presentation](#). The questions and responses can be found in the meeting recording.

V. Action Items

Planning and Economic Development Committee

The PEDC had two action items on the agenda. Commissioner Sarnoski called on Lois Goldman and Richard Cippoletti, Central Staff, to present the first action item.

1. Adoption of *Connecting Communities: The NJTPA Long Range Transportation Plan* and Accompanying Air Quality Conformity Determination

Ms. Goldman explained that the NJTPA must update its Long Range Transportation Plan (LRTP) every four years in order for the region to remain eligible for federal funding. *Connecting Communities* outlines a constrained financial element of about \$124 billion over the next 25 years, with additional scenarios for potential funding changes. It also includes a new section on housing and transportation accessibility, updated goals, which incorporate input from the Board's visioning workshop last year and public outreach, and discussions on safety, technology, and multimodal travel.

A public comment period was held from July 7 to August 5, with feedback submitted on transit, trails, walkability, safety, and specific projects. Prior to this, NJTPA board members and RTAC provided input that was incorporated into the final plan, and a summary of all comments was shared with the Board.

Mr. Cippoletti noted that Air Quality Conformity Determination is required for both the Transportation Improvement Program and the LRTP. This process ensures projects do not

worsen air quality or delay compliance with the National Ambient Air Quality Standards under the Clean Air Act. The NJTPA region includes non-attainment areas that must meet these standards.

The conformity analysis focused on two Ozone related pollutants, nitrogen oxides and volatile organic compounds. Fine particulate matter (PM_{2.5}) is in a maintenance period, so while it is monitored, it no longer requires emissions analysis. The Interagency Consultation Group, composed of federal and state agencies, guided the process and confirmed planning, modeling and project lists. Emissions results were well below the budget set in the State Implementation Plan, confirming that both the TIP and the LRTP conform. A 30-day public comment period was also held to gather feedback.

[A summary of the action items is included in the agenda package for the Joint Committee meeting on page 13 [here](#).]

Union County moved the item, Morris County seconded, and it carried with one abstention from the PANYNJ.

Commissioner Sarnoski called on Munsif Husami, Central Staff, to present the second action item.

2. Approval of the FY 2026 Study and Development Program

Mr. Husami said the FY 2026 Study and Development (S&D) Program is intended to identify and develop projects for potential future funding consideration through NJTPA's upcoming Transportation Improvement Program (TIP). The S&D Program contains initiatives led by the New Jersey Department of Transportation (NJDOT) and NJ TRANSIT and select Local Concept Development projects that have been initiated by subregions and approved by the NJTPA.

These projects are selected based on technical review, regional priorities and available resources. Project prioritization criteria for the selections are rooted in regional goals to address transportation, environmental, social, and economic factors. The selections also consider safety, project relationships, feasibility, and geographic coverage.

The FY 2026 program emphasizes timely project delivery and includes input from local partners. Four projects that were part of the FY 2024 S&D Program have moved onto the FY 2026 TIP and are sponsored by the NJDOT.

The current draft FY 2026 S&D Program includes two projects with local sponsors, 52 NJDOT projects, and various other studies programmed under nine NJTRANSIT planning, study, and development programs.

Approval of the FY 2026 S&D Program will allow it to move forward as part of the FY2026 Unified Planning Work Program (UPWP) and make key progress on major transportation initiatives.

[A summary of the action items is included in the agenda package for the Joint Committee meeting on page 18 [here](#).]

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

Commissioner Sarnoski turned the meeting over to Middlesex County Commissioner Charles Kenny, PPC Chair, to review the three action items before that committee.

Project Prioritization Committee

Commissioner Kenny called on Vanessa Koenigkramer, Central Staff, to present the first two action items.

1. Approval of the FY 2026-2029 Transportation Improvement Program and Accompanying Air Quality Conformity Determination

Ms. Koenigkramer said the TIP is a four-year, fiscally constrained list of federal and state-funded surface transportation projects for the NJTPA region to help fulfill the goals and strategies in the LRTP. The information provided for each project includes scope, funding sources and a schedule for completion. The TIP also complies with federal Air Quality Conformity requirements.

The FY 2026-2029 TIP allocates \$16.3 billion towards transportation investments in the NJTPA region. Approximately 58 percent is dedicated to system preservation, with a focus on maintaining existing infrastructure in a state of good repair.

System improvements receive 28 percent of the funding for enhancements or expansions to roads and transit, with dedicated improvements for freight, safety, bicycle and pedestrian facilities and intelligent transportation systems. The remaining 14 percent are for system support activities, such as planning and capital equipment procurement.

In FY2026 the TIP allocates:

- \$2.6 billion for NJDOT road, bridge and infrastructure improvements
- \$1.4 billion for NJTRANSIT upgrades
- \$350 million in federal funding for a Gateway Development Commission project.

Ms. Koenigkramer said that NJTPA received the summary of changes for the final TIP last week and is reviewing them. An addendum with revisions will be sent out prior to the September 8 Board meeting for review.

[A summary of the action items is included in the agenda package for the Joint Committee meeting on page 42 [here](#).]

Monmouth County moved the item, Hudson County seconded, and it carried unanimously.

2. Approval of FY 2026 North Jersey Transportation Planning Authority Self-Certification

Ms. Koenigkramer said the NJTPA self-certification indicates that the agency has followed all the required federal regulations in conducting its transportation planning responsibilities.

In addition to federal certification review conducted by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) every four years to ensure the region meets federal planning requirements, the NJTPA must also conduct a self-certification each time the TIP is updated and submitted to our federal sponsors.

Federal regulations call for MPOs to certify that they have a continuing, cooperative and comprehensive transportation planning process that results in plans and programs that consider all transportation modes and adheres to federal requirements.

[A summary of the action items is included in the agenda package for the Joint Committee meeting on page 196 [here.](#)]

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

Commissioner Kenny called upon John Witsch, Central Staff, to present the final action item.

3. Minor Amendment to the FY 2024-2027 Transportation Improvement Program to Add Federal Funds to the Transit Enhancements/Transportational Alternatives Program/Alternate Transit Improvements Program.

Mr. Witsch said this request is to add \$44.6 million of FTA Section 5339 funds for engineering, right-of-way and construction in FY 2025, increasing the total to \$60.6 million.

Mr. Witsch said that the original documents state that the funds will be used to renovate Union City Bus Garage. However, the FTA recently designated a location change due to project delivery time constraints. As a result, these funds will now be reallocated to the Kearney Point Bus Garage project, which involves the conversion of an existing warehouse into a bus operations and maintenance facility that will accommodate hybrid electric buses.

[A summary of the action items is included in the agenda package for the Joint Committee meeting on page 200 [here.](#)]

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

VI. Information Items

Commissioner Kenny introduced Central Staff members to present the two information items:

Regional Capital Investment Strategy Website

Keith Miller presented a new website for the Regional Capital Investment Strategy (RCIS), the performance-based framework for planning and capital programming. Designed to increase transparency, the site will remain in draft form until the Board approves *Connected Communities*. It explains RCIS elements such as investment principles, guidelines, performance outcomes, and categories, and includes links to the policy document, glossary, and a feedback form.

Mr. Miller noted that the site breaks down the nine investment principles that guide regional spending and connects them to specific categories. It also outlines four performance outcomes—environment, vibrant communities, safety and health, and accessibility and reliability—as well as three major investment categories: System Preservation, System Support, and System Improvement, with details on how funding is allocated.

He closed by encouraging attendees to share feedback through the website's contact link.

Language Access Plan

Melissa Hayes, Central Staff, reported that Governor Philip Murphy signed the Language Access Law last year, requiring certain state agencies and departments to meet specific language requirements. This includes the NJTPA.

Ms. Hayes is serving as the agency's Language Access Coordinator and is developing NJTPA's Language Access Plan. The NJTPA already maintains a limited English proficiency plan, as required under federal regulations.

The state law requires translation into seven languages: Spanish, Portuguese, Korean, Gujarati, Chinese, French/Haitian Creole, and Arabic. Ms. Hayes said this requirement is not expected to affect subregions, though the NJTPA will advise them if new state guidance is issued.

A draft plan will be submitted to the state in September, with a response expected by year's end. Once approved, documents will be posted on the NJTPA website.

Commissioner Kenny asked whether items on the website would need to be available in various languages. Ms. Hayes noted that the website already includes this functionality through the ReciteMe tool.

VII. Written Information Items

Commissioner Kenny read the titles of two written items. There were no questions.

1. PRIME: New Uses, Users and Content – Jeffrey Vernick, Central Staff
2. Congestion Management Process Completion – Eugene McGuinness, Central Staff

VIII. Executive Director's Update

NJTPA Executive Director David Behrend reported on the anticipated timeline for federal transportation reauthorization. Both the House and Senate are developing legislative proposals with input from groups such as the Association of Metropolitan Planning Organizations (AMPO) and the National Association of Regional Councils (NARC).

Bills are expected to be introduced this fall, with possible floor consideration in early 2026. The current Infrastructure Investment and Jobs Act expires on September 30, 2026. While the goal is to pass a new law, a short-term extension may be necessary if negotiations stall. The NJTPA is working with AMPO and NARC to provide Congress with information on effective federal transportation investments.

Mr. Behrend also noted the opening of the new Rumson-Sea Bright Bridge in Monmouth County. The \$130 million federally funded project was planned and built through the NJTPA's Local Capital Project Delivery Program. He thanked Monmouth County Commissioner Tom Arnone and county staff, along with NJDOT, FHWA and NJTPA staff members Sarbjit Khalon and Sasha Frimpong for their efforts.

He concluded with an update on the state's Target Zero Commission, which is developing a plan to eliminate traffic-related deaths in New Jersey by 2040. The commission is holding working group meetings on safety strategies and is tasked with approving a statewide high injury network, which NJDOT is currently drafting. The intent is to ensure counties and municipalities

can continue making critical safety improvements through programs like the Local Safety and High-Risk Rural Roads programs.

More details will be shared at the September board meeting.

IX. Other Items

Commissioner Kenny reminded the committee that Board Chair John P. Kelly, an Ocean County Commissioner, is hosting the September Board of Trustees meeting in his home county, at Hotel LBI on Long Beach Island. He also mentioned the Freight Initiatives Committee meeting would be held today in the afternoon.

There were no other items to discuss.

X. Next Meeting

October 20, 2025, at 10:30 a.m. (Virtual)

XI. Adjournment

At 11:49 a.m., Morris County made a motion to adjourn, Ocean County seconded, and it carried unanimously.

**JOINT COMMITTEE MEETING
ATTENDANCE
August 18, 2025**

Project Prioritization Committee Members	
Peter Botsolas	Bergen County
Katherine Fullerton	Hunterdon County
Mark Kataryniak	Hudson County
Hon. Charles Kenny, Chair	Middlesex County
Michael Nei	Monmouth County
Hon. John Kelly	Ocean County
Andras Holzmann	Passaic County
Hon. Jack DeGroot	Sussex County
Dorian Smith	Governor's Authorities Unit
Amy Polachak	NJDOT
Megan Massey	NJ TRANSIT
Hon. Jason Sarnoski	Warren County
Charles Burton	Citizens Representative
Planning and Economic Development Committee Members	
Hon. Jason Sarnoski, Chair	Warren County
Hon. Bette Jane Kowalski, Vice Chair	Union County
Hon. Stephen Shaw	Morris County
Hon. John Kelly	Ocean County
Dolores Martinez-Wooden	City of Newark
Elias Guseman	City of Jersey City
Dorian Smith	Governor's Authorities Unit
Amy Polachak	NJDOT
Megan Massey	NJ TRANSIT
Jay Shuffield	PANYNJ
Hon. Sara Sooy	Somerset County
Charles Burton	Citizens Representative
Other Attendees	
Adam Bradford	Passaic County
Antonio Scanziani	
Alan Hunt Bob Hornby Brendan Lamb	Hunterdon County
Dinesh Dixit	
Jack Kanarek	Dewberry
Joseph Baladi	Bergen County
Kamal Saleh Ricardo Matias	Union County
Ken Wedeen Samantha De Andrea	Somerset County

Kevin Stephens	Morris County
Kevin Force	Hudson County
Lillian Cho	Freeway Drive for All Project
Mark Jehnke	Ocean County
P Moore	
Mike Dannemiller	NJ TRANSIT
Various members of Central Staff	NJTPA
Nathan Chadwick	NJ TRANSIT
Ryan Conklin	Warren County
Shilpa Bhojappa	
Suzanne Tomlinson	NJDOT
Trevor Howard	City of Newark
Tanner Thul	Hudson County
Tiolora Lumbantoruan	
Tom Drabic	Sussex County

**DRAFT RESOLUTION: APPROVAL OF PROJECTS FOR THE 2025
TRANSPORTATION ALTERNATIVES SET-ASIDE
PROGRAM**

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

WHEREAS, the Transportation Alternates Set-aside Program (TASA) is supported in the Infrastructure Investment and Jobs Act of 2021 with a set-aside of funds under the Surface Transportation Block Grant Program (STBGP); and

WHEREAS, the TASA Program provides an opportunity for eligible applicants to apply for federal funding for the construction of community based “non-traditional” projects designed to strengthen the cultural, aesthetic, and environmental aspects of the nation’s intermodal system; and

WHEREAS, the New Jersey Department of Transportation (NJDOT) conducted a solicitation for the program in December 2024 inviting eligible applicants to apply; and

WHEREAS, NJDOT received 45 applications in the NJTPA region, 36 of which were eligible; and

WHEREAS, a Technical Review Committee comprised of NJTPA Central Staff, the NJDOT Division of Local Aid, Division of Traffic Engineering and Safety and the Bureau of Environmental Program Resources reviewed the applications; and

WHEREAS, within the NJTPA region, the NJDOT has agreed to fund the top-scoring TASA projects with a combined funding total of \$29.3 million; and

WHEREAS, the recommended projects address the goals of the programs as defined; 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 attached list of projects for the Transportation Alternatives Set-aside Program.

BE IT FURTHER RESOLVED, that a copy of this resolution be forwarded to the New Jersey Department of Transportation for submission to the Federal Highway Administration and to the counties of the selected applicants.

Summary of Action

Approval of Projects for the 2025 Transportation Alternatives Set-aside Program

Action: Approval of projects for the 2025 Transportation Alternatives Set-aside (TASA) Program.

Background: This program is funded through a set-aside of the Federal-aid Highway Program.

TASA provides an opportunity for eligible entities to apply for federal funding for construction of community based “non-traditional” projects designed to strengthen the cultural, aesthetic, and environmental aspects of the nation’s intermodal system.

The New Jersey Department of Transportation (NJDOT) sent out solicitation notifications for the 2025 TASA Program funding opportunity in December of 2024. A total of 45 applications were received for projects in the NJTPA region, 36 of which were eligible applications that met program requirements. A Technical Review Committee (TRC) comprised of NJTPA Central Staff, NJDOT Division of Local Aid, Division of Traffic Engineering and Safety and the Bureau of Environmental Program Resources reviewed the applications.

Within the NJTPA region, NJDOT agreed to fund the top-scoring projects with a total of \$29.3 million.

Justification for Action: The TRC is recommending approval of the attached list of 29 TASA projects (total \$29.3 million).

Staff Recommendation: Central Staff recommends approval of this action.

FY 2025 Transportation Alternatives – Set Aside Program Project List for the NJTPA Region

Grant Recipient	County	Municipality	Project Name	Type of Improvement	Recommended Amount
Englewood City	Bergen County	Englewood City	Denning Park Pedestrian Travel Alternatives Project	Pedestrian Safety	\$403,000
Fair Lawn Borough	Bergen County	Fair Lawn Borough	Broadway and 30th Street Roadway and Corridor Improvement Project	Quality of life	\$1,455,000
Fort Lee Borough	Bergen County	Fort Lee Borough	Palisade Avenue Stormwater Management Project	Quality of life	\$776,000
Garfield City	Bergen County	Garfield City	Jewell Street Improvement Project	Pedestrian safety	\$884,000
Rutherford Borough	Bergen County	Rutherford Borough	Rutherford Borough Walkable West End: Union Avenue Safety and Streetscape	Quality of life & Pedestrian Safety	\$664,000
Teaneck Township	Bergen County	Teaneck Township	Queen Anne Road Streetscape Project	Quality of life	\$900,000
Belleville Township	Essex County	Belleville Township	Greylock Parkway Improvements Project	Quality of life	\$1,500,000
Bloomfield Township	Essex County	Bloomfield Township	Bloomfield Bike Path Network Project	Bikeway	\$451,000
Verona Township	Essex County	Verona Township	Bloomfield Avenue Streetscape Project from Fairview Avenue to Park Avenue	Pedestrian Safety	\$1,500,000
West Orange Township	Essex County	West Orange Township	Pleasantdale Streetscape Project	Pedestrian Safety	\$1,230,000

Dunellen Borough	Middlesex County	Dunellen Borough	North Avenue Streetscape Improvements Phase II	Pedestrian Safety	\$525,000
Middlesex County	Middlesex County	Edison Township, Woodbridge Township	Oak Tree Road/CR 604 Pedestrian Transportation Safety Improvements, Edison & Woodbridge Townships	Pedestrian Safety	\$1,499,000
Old Bridge Township	Middlesex County	Old Bridge Township	Geick Park Pedestrian Safety Improvements	Pedestrian Safety	\$628,000
Perth Amboy City	Middlesex County	Perth Amboy City	Riverview Drive Trail and Connectivity Improvement Project	Pedestrian Safety	\$387,000
Belmar Borough	Monmouth County	Belmar Borough	8th Avenue Streetscaping Project	Pedestrian Safety	\$1,131,000
Bradley Beach Borough	Monmouth County	Bradley Beach Borough	Improvements to Main Street Streetscape	Pedestrian Safety	\$1,500,000
Hazlet Township	Monmouth County	Hazlet Township	Pedestrian Improvements to Union and Poole Avenue	Pedestrian Safety	\$400,000
Neptune City	Monmouth County	Neptune City	Stormwater Manufactured Treatment Devices for Shark River Outfalls	Quality of life	\$1,160,000
Red Bank Borough	Monmouth County	Red Bank Borough	Riverside Avenue Complete and Green Street Project	Pedestrian Safety	\$1,500,000
Denville Township	Morris County	Denville Township	Downtown Denville Streetscape Project - Phase IV	Pedestrian Safety	\$715,000

Dover Town	Morris County	Dover Town	Dover Train Station Area Improvements	Pedestrian Safety	\$1,400,000
Wharton Borough	Morris County	Wharton Borough	Morris Canal Tow Path Preservation	Quality of life	\$1,331,000
Stafford Township	Ocean County	Stafford Township	East Bay Avenue Streetscape Project for Economic Improvement and Pedestrian Mobility and Safety	Pedestrian Safety	\$815,000
Paterson City	Passaic County	Paterson City	Rogers Locomotive Works Rehabilitation Project	Quality of life	\$1,123,000
Passaic County	Passaic County	Pompton Lakes Borough	West Lenox Avenue Pedestrian Bridge Improvements	Pedestrian Safety	\$1,500,000
Vernon Township	Sussex County	Vernon Township	Connecting the Trail Dots Project	Bikeway	\$599,000
Elizabeth City	Union County	Elizabeth City	Chestnut Street and East Broad Street Streetscape	Pedestrian Safety	\$1,181,000
Hillside Township	Union County	Hillside Township	Liberty Avenue Streetscape Improvements	Quality of life	\$1,026,000
Hopatcong Borough	Sussex County	Hopatcong Borough	River Styx Road Streetscape Improvement Project Phase II	Quality of life	\$1,204,000
				Total Funding	\$29,387,000

DRAFT RESOLUTION: ENDORSEMENT OF NEW JERSEY DEPARTMENT OF TRANSPORTATION UPDATED ROADWAY FUNCTIONAL CLASSIFICATION SYSTEM

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

WHEREAS, the Federal Highway Administration requires that states, in consultation with MPOs, classify all roadways by their functional classification based on a map of adjusted urban area boundaries completed every 10 years after each decennial census; and

WHEREAS, the NJTPA endorsed New Jersey Department of Transportation's (NJDOT's) adjusted urban boundary map on November 13, 2023; and

WHEREAS, the NJDOT has subsequently prepared, in consultation with NJTPA and its subregions, an updated roadway functional classification system based on the adjusted urban boundary map; 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 NJTPA hereby endorses the attached map of adjusted roadway functional classification map; and

BE IT FURTHER RESOLVED that a copy of this resolution be forwarded to the New Jersey Department of Transportation for submission to the Federal Highway Administration.

Summary of Action

Endorsement of New Jersey Department of Transportation Updated Roadway Functional Classification System

Action: Endorsement of New Jersey Department of Transportation (NJDOT) updated functional classification for roadways within the NJTPA region.

Background: Functional classification is the process by which streets and highways in urban and rural areas are grouped into classes based on the type of service they are intended to provide. As described in the Federal Highway Administration’s (FHWA’s) *Highway Functional Classification Concepts, Criteria and Procedures – 2023 Edition*:

Functional classification carries with it expectations about roadway design, including its speed, capacity and relationship to existing and future land use development. Federal legislation continues to use functional classification in determining eligibility for funding under the Federal-aid program. Transportation agencies describe roadway system performance, benchmarks and targets by functional classification. As agencies continue to move towards a more performance-based management approach, functional classification will be an increasingly important consideration in setting expectations and measuring outcomes for preservation, mobility and safety.

Following each decennial census, FHWA requires that states, in consultation with Metropolitan Planning Organizations (MPOs) and the counties within the region, update their functional classification after first adjusting their urban area boundaries.

On November 13, 2023, the NJTPA Board of Trustees approved an adjusted urban boundary map. Following FHWA procedures and guidelines, NJDOT subsequently prepared a draft functional classification map and initiated a comment period for the three MPOs and their constituent subregions. Modifications to the functional classification system were made based on the comments received. The revised map reflects the final determinations made by NJDOT.

Once the functional classification is endorsed by all three New Jersey MPOs, NJDOT will submit it to FHWA for approval.

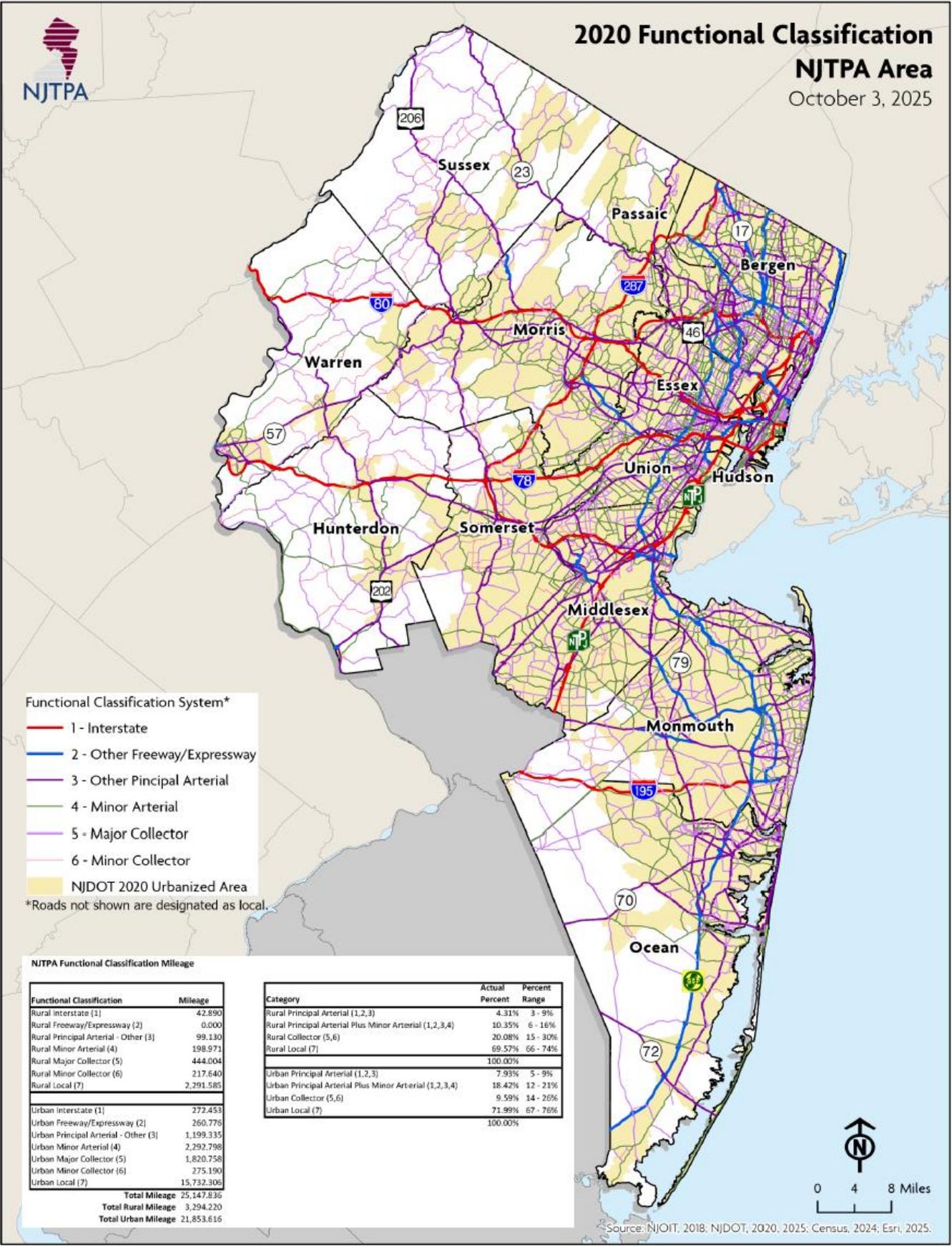
Justification for Action: The NJDOT coordinated, as required, with the NJTPA on roadway functional classifications within the region and has requested that the Board endorse the final functional classifications prior to submittal to FHWA.

Staff Recommendation: Central Staff recommends approval of this action.



2020 Functional Classification NJTPA Area

October 3, 2025

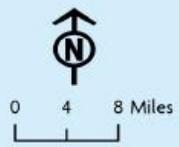


- Functional Classification System***
- 1 - Interstate
 - 2 - Other Freeway/Expressway
 - 3 - Other Principal Arterial
 - 4 - Minor Arterial
 - 5 - Major Collector
 - 6 - Minor Collector
 - NJDOT 2020 Urbanized Area
- *Roads not shown are designated as local.

NJTPA Functional Classification Mileage

Functional Classification	Mileage
Rural Interstate (1)	42.890
Rural Freeway/Expressway (2)	0.000
Rural Principal Arterial - Other (3)	99.130
Rural Minor Arterial (4)	198.971
Rural Major Collector (5)	444.004
Rural Minor Collector (6)	217.640
Rural Local (7)	2,291.585
Urban Interstate (1)	272.453
Urban Freeway/Expressway (2)	260.776
Urban Principal Arterial - Other (3)	1,199.335
Urban Minor Arterial (4)	2,292.798
Urban Major Collector (5)	1,820.758
Urban Minor Collector (6)	275.190
Urban Local (7)	15,732.306
Total Mileage	25,147.836
Total Rural Mileage	3,294.220
Total Urban Mileage	21,853.616

Category	Actual Percent	Percent Range
Rural Principal Arterial (1,2,3)	4.31%	3 - 9%
Rural Principal Arterial Plus Minor Arterial (1,2,3,4)	10.35%	6 - 16%
Rural Collector (5,6)	20.08%	15 - 30%
Rural Local (7)	69.57%	66 - 74%
	100.00%	
Urban Principal Arterial (1,2,3)	7.93%	5 - 9%
Urban Principal Arterial Plus Minor Arterial (1,2,3,4)	18.42%	12 - 21%
Urban Collector (5,6)	9.59%	14 - 26%
Urban Local (7)	71.99%	67 - 76%
	100.00%	



Source: NJOIT, 2018; NJDOT, 2020, 2025; Census, 2024; Esri, 2025.