



JOHN P. KELLY, CHAIR
BOARD MEETING AGENDA

November 10, 2025

10:30 a.m.

One Newark Center (1085 Raymond Boulevard)
Newark, New Jersey 07102

Public comments can be made in-person or via a special Zoom meeting link which requires registration in advance at NJTPA@NJTPA.org by Thursday, November 6.

- A. Open Public Meetings Act Compliance
- B. Salute to the Flag
- C. Roll Call
- D. Approval of Minutes
- E. Chair's Remarks
- F. Executive Director's Report
- G. Featured Speaker: Kris Kolluri, President and CEO, NJ TRANSIT
- H. Committee Reports/Action Items*
 - Project Prioritization – Commissioner Charles Kenny, Chair
 - 1. Approval of the FY 2025 Transportation Alternatives Set-Aside Program Projects
(Attachments H.1.a, H.1.b, H.1.c)
 - Planning and Economic Development – Commissioner Jason Sarnoski, Chair
 - 2. Endorsement of NJDOT Updated Roadway Functional Classification System
(Attachments H.2.a, H.2.b, H.2.c)
 - Freight Initiatives Committee - Commissioner Stephen Shaw, Chair
- I. Public Participation

- J. Time and Place of Next Meeting: The next meeting of the NJTPA is January 12, 2026, at 10:30 a.m. and will be held at One Newark Center (1085 Raymond Blvd.), Newark, NJ 07102.
- K. Adjournment
- * Following the Committee Reports, there will be an opportunity for public comment prior to any Action Item vote.



John P. Kelly, Chair
Charles Kenny, First Vice Chair
David W. Behrend, Executive Director

Board Meeting Minutes September 8, 2025

A. Open Public Meetings Act Compliance

Chair John P. Kelly, Ocean County Commissioner, called the meeting to order at 10:35 a.m. Denise Truvillion, Central Staff, reported that, in accordance with the Open Public Meetings Act, Chapter 231, P.L.1975, adequate notice of the meeting was forwarded to the *Star Ledger*, the *Asbury Park Press*, the *Courier News*, the *Daily Record*, the *Home News Tribune*, the *Jersey Journal*, the *New Jersey Herald*, and *The Record*. It was also posted at the Essex County Hall of Records in Newark.

B. Salute to the Flag

The Chair led the room in a salute to the Flag.

C. Roll Call

Ms. Truvillion called the roll and 14 voting members were in attendance. (Attachment 1).

D. Approval of Minutes

Morris County made a motion to approve the minutes of the July 14, 2025 meeting, Union County seconded, and the motion was carried unanimously.

E. Chair Remarks

Chairman Kelly welcomed everyone to Ocean County, noting that the NJTPA Board holds an offsite meeting every other year in the outgoing Chair's home subregion.

He noted that the Board will act on two major items: adoption of the updated Long Range Transportation Plan (LRTP), *Connecting Communities*, and the Fiscal Year 2026–2029 Transportation Improvement Program (TIP). *Connecting Communities* lays out a 25-year vision for regional transportation, while the TIP implements it in the near term.

This TIP sets a record with \$16.3 billion over four years to fund 323 projects and programs. It supports both major initiatives, like the Hudson Tunnel Project, and local priorities.

In Ocean County, nearly \$20 million is allocated for right-of-way acquisition and construction to address a missing interchange movement from the Garden State Parkway southbound at Interchange 83 in Toms River.

The TIP funds road, bridge, and transit projects, and must also meet air quality standards. The NJTPA conducts an analysis to ensure projects in the plan, and the TIP will not worsen air quality.

Ocean, Morris, Monmouth, and Somerset counties recently completed Local Concept Development Studies, exploring solutions to aging infrastructure, safety, and congestion. The NJTPA's Local Capital Project Delivery

Program helps advance such projects from planning through construction, putting federal dollars to work at the local level.

F. Executive Director’s Report

NJTPA Executive Director David Behrend said he will present the three core planning documents before the Board: *Connecting Communities*; the FY 2026-2029 TIP, and the Air Quality Conformity Determination for both of those documents.

The Executive Director reaffirmed NJTPA’s commitment to Target Zero, working to eliminate traffic fatalities and serious injuries, and noted ongoing efforts such as the statewide high-injury network, Complete Streets Technical Assistance, and the growing Street Smart New Jersey campaign with 281 partners.

Mr. Behrend announced that the Vibrant Places Program is accepting applications for placemaking projects, with interest letters due September 30.

Hudson, Middlesex, and Warren counties recently completed Subregional Studies, and new efforts are underway in Hunterdon County, Jersey City, and Somerset County.

A major milestone was the July 31 opening of the \$138 million Rumson–Sea Bright Bridge in Monmouth County, the first project to advance through all phases of the Local Capital Project Delivery Program.

The agency is also streamlining its website to improve usability and better share its work, with completion expected early next year.

Mr. Behrend closed by thanking staff and partners for their work on *Connecting Communities* and the TIP.

G. Presentation: *Connecting Communities*: Investing in the Region’s Transportation Future

Executive Director Behrend gave a presentation detailing priorities in the LRTP, TIP highlights and an overview of the Air Quality Conformity Determination.

Ted Ritter, NJTPA Manager of External Affairs, reported on public engagement for the LRTP. The process began with Board and staff visioning sessions, followed by a survey that reached nearly 2,000 people.

The survey identified four top priorities for transportation planning: walking, biking, safety, and access to public transportation. Participants also said that while many drive as their primary mode of travel today, they would prefer to take transit more in the future. The top survey topics were used to gather additional input through pop-up outreach events in all 15 subregions.

In addition, virtual “Let’s Talk Transportation” forums were held in partnership with the New Jersey Bike and Walk Coalition, Rutgers University’s Voorhees Transportation Center (VTC), NJ TRANSIT, and Downtown New Jersey. These forums drew about 100 participants and focused on walking and biking, access to public transportation, and the needs of busy downtowns.

Additional targeted outreach engaged kids, teens, young adults, and other hard-to-reach groups. This effort included NJTPA’s new outreach mascot, Sammy the Squirrel.

Overall, about 4,000 people provided input for the LRTP.

Mr. Ritter also reported on the 30-day public comment period (July 7–August 5) for the draft LRTP, TIP and Air Quality Conformity Determination. This included a July 17 virtual open house with 40 participants and a technical workshop on the conformity determination with 30 participants. Input received at the open house during the comment period was summarized and shared with the Board.

The [presentation](#) is available on the NJTPA website.

H. Committee Reports/Action Items

- **Planning and Economic Development Committee** – Union County Commissioner Bette Jane Kowalski, Vice Chair

Commissioner Kowalski said the August 18 committee meeting featured a presentation from Hudson County Supervising Planner Kevin Force and Senior Transportation Planner, Tanner Thul, who provided an overview of the adoption and implementation of the Hudson County Vision Zero Safety Action Plan. The county secured a federal Safe Streets and Roads for all Grant to fund the planning effort. County Executive Craig Guy created a task force to guide the effort, and that group will also help implement the plan.

The Committee also reviewed two action items before the Board. First was the adoption of *Connecting Communities: The NJTPA Long Range Transportation Plan* and the accompanying Air Quality Conformity Determination. The LRTP, updated every four years, is required to maintain eligibility for federal transportation funding. The Air Quality Conformity Determination is a required step to ensure that projects included in the plan comply with the federal Clean Air Act and do not worsen regional air quality.

The second action item the committee approved is the FY 2026 Study and Development Program. This program identifies and advances projects for potential future funding through the TIP and forms an important part of the Unified Planning Work Program. Project selections are guided by regional goals addressing transportation safety, environmental, social, and economic priorities, while also considering project feasibility and geographic balance.

Action Item 1: Adoption of *Connecting Communities: The NJTPA Long Range Transportation Plan* and Accompanying Air Quality Conformity Determination (**Attachment H.1**) [Details here on page 16.](#)

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

Action Item 2: Approval of the FY 2026 Study and Development Program (**Attachment H.2**) [Details here on page 24.](#)

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

- **Project Prioritization** — Middlesex County Commissioner Charles Kenny, Chair
Commissioner Kenny said the Committee considered three action items that require Board approval. First, the Committee recommends approval of the FY 2026–2029 TIP and accompanying Air Quality Conformity Determination. This action adopts the four-year program of federally and state-funded transportation projects consistent with the goals and strategies outlined in the LRTP.

Second, the Committee recommends approval of the FY 2026 NJTPA Self-Certification. This action is required to be taken each time the Board approves a new TIP. Approval of this item affirms that the NJTPA planning process follows all applicable federal requirements and regulations.

Finally, the Committee recommends approval of a minor amendment to the FY 2024–2027 TIP. This amendment would add \$44.6 million in Federal Transit Administration funds to the Transit Enhancements/Transportation Alternatives Program/Alternative Transit Improvements program line in the current fiscal year, bringing the total program funding to \$60.6 million. These funds will support engineering, right-of-way acquisition, and construction for the renovation of NJ TRANSIT’s Kearny Point Bus Garage and the conversion of a warehouse into a bus operations and maintenance facility capable of accommodating hybrid-electric buses.

Action Item 3: Approval of the FY 2026-2029 Transportation Improvement Program and Accompanying Air Quality Conformity Determination (**Attachment H.3**) [Details here on page 49.](#)

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

Action Item 4: Approval of FY 2026 North Jersey Transportation Planning Authority Self-Certification. (**Attachment H.4**) [Details here on page 107.](#)

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

Action Item 5: Minor Amendment to the FY 2024-2027 Transportation Improvement Program to Add Federal Funds to the Transit Enhancements/Transportation Alternatives Program/Alternative Transit Improvements Program. (**Attachment H.5**) [Details here on page 112.](#)

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

- **Freight Initiatives Committee**, Morris County Commissioner Stephen Shaw, Chair
Commissioner Shaw thanked Central Staff for handling the meeting in his absence on August 18. The meeting featured a comprehensive update on Regional Rail Freight activities delivered by representatives from CSX Transportation, the New Jersey Railroad Association and Norfolk Southern Railway.

CSX highlighted its extensive 20,000-mile rail network, which stretches from Chicago and New Orleans to the Atlantic Coast and serves all major U.S. ports within their service territory. The presentation focused on key infrastructure projects, regional industrial development trends, and future opportunities for growth, particularly in waste management, warehousing expansion, and the movement of biofuels in response to renewable fuel mandates.

Among the major projects discussed were the Howard Street Tunnel expansion in Baltimore and efforts to raise two bridges along the I-95 corridor to accommodate double-stack containers.

The New Jersey Railroad Association speakers provided an overview of the group, its members, and their activities advocating, supporting, and promoting freight rail in the state.

Norfolk Southern provided an update on its recently announced merger with Union Pacific. If approved by the Surface Transportation Board, the deal would create the first transcontinental railroad in the United States and the third in North America. Central Staff will monitor the progress of this merger and will invite Norfolk Southern to provide additional updates on key points during the lengthy approval process.

During reports from committee members, Passaic County highlighted their subregional study on truck movements and safety in its urban areas.

I. Public Participation

There were no comments from the public.

J. Time and Place of Next Meeting

The next Board meeting is Monday, November 10, 2025, at 10:30 a.m. at NJTPA, One Newark Center, (1085 Raymond Blvd.), Newark, NJ 07102.

K. Adjournment

Morris County made a motion to adjourn at 11:38 a.m., Union County seconded, and it carried unanimously.

NORTH JERSEY TRANSPORTATION PLANNING AUTHORITY, INC.
Meeting of the Board of Trustees
Attendance Record: September 8, 2025

Subregion/Agency	Voting Board Members/Alternates	Staff & Others
Bergen County		Joseph Baladi
Hudson County	Mark Kataryniak	
Hunterdon County	Katherine Fullerton	Bob Hornby Alan Hunt
Middlesex County	Hon. Charles Kenny	
Monmouth County	Teri O'Connor	
Morris County	Hon. Stephen Shaw	John Hayes Kevin Stephens Stephen Smith
Newark	Dolores Martinez-Wooden	
Ocean County	Hon. John Kelly	Mark Jehnke Roxanne Conniff Gregory Smith Jillian Messina Angia Cifrodella
Passaic County	Hon. John Bartlett	Andras Holzmann
Sussex County	Tom Drabic	
Union County	Hon. Bette Jane Kowalski	
Office of the Governor	Dorian Smith	
NJDOT	Suzanne Tomlinson	
NJ TRANSIT	Lou Millan	
PANYNJ	Jay Shuffield	
Other Attendees		
Malcolm Thorpe	McManimon, Scotland & Baumann, LLC	
Various members of Central Staff	NJTPA	
Edward Murray	Photographer	
Dan Callas	Avenues in Motion	
Bob Werkmeister	GPI	

Approved September 8, 2025

DRAFT RESOLUTION: APPROVAL OF *CONNECTING COMMUNITIES: THE NJTPA LONG RANGE TRANSPORTATION PLAN* AND THE ACCOMPANYING AIR QUALITY CONFORMITY DETERMINATION

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 NJTPA, pursuant to 23 U.S.C. 450.322, is responsible for the development of a Long Range Transportation Plan (LRTP) to guide the urban transportation planning process in northern New Jersey; and

WHEREAS, the NJTPA is required to review and update the LRTP every four years; and

WHEREAS, the current LRTP was adopted by the NJTPA in September 2021; and

WHEREAS, the updated LRTP, *Connecting Communities: the NJTPA Long Range Transportation Plan*, has addressed all federal planning requirements as set forth in 23 U.S.C. 450.322, and is fully consistent with the federal planning regulations guiding the metropolitan planning process; and

WHEREAS, consistent with NJTPA public participation procedures, the NJTPA has provided the public with opportunities for early input into the development of *Connecting Communities*, and has widely distributed the draft Plan and provided opportunities for the public to review and provide comment; and

WHEREAS, *Connecting Communities* is intended to guide the NJTPA's future planning activities and investment decisions to help achieve an intermodal transportation system that facilitates the efficient movement of people and goods; and

WHEREAS, *Connecting Communities* includes all regionally significant transportation projects for which a regional emissions analysis is required; and

WHEREAS, the United States Environmental Protection Agency (USEPA), under the authority of the Clean Air Act Amendments of 1990 (CAAA), has designated the northern New Jersey region as among the areas in the United States to be in non-attainment with the National Ambient Air Quality Standards (NAAQS) for ozone (measured by emissions of its precursors: nitrogen oxides (NO_x) and volatile organic compounds (VOCs)) and in maintenance for fine particulate matter (PM_{2.5}) and for carbon monoxide (CO); and

WHEREAS, the transportation plans and programs developed by the NJTPA are required to conform to the purposes of the State Implementation Plan (SIP), as stipulated in sections 174 and 176 (c) and (d) of the Clean Air Act (42 U.S.C. 7504, 7506 (c) and (d)); and

WHEREAS, the Federal Highway Administration (FHWA) and the USEPA issued an updated set of regulations in March 2023, known as the “Final Rule,” that prescribes the necessary emissions analysis and procedures to be performed on transportation plans and programs to determine their impact on air quality; and

WHEREAS, the Final Rule requires that the NJTPA determine that its transportation plans and programs conform with the CAAA requirements by meeting criteria described in the Final Rule, which include a detailed Conformity Determination; and

WHEREAS, the Conformity Determination is the outcome of intensive modeling, interagency consultation, and a public outreach process in accordance with the prescriptions of the Final Rule; and

WHEREAS, the results of the required emissions analysis of *Connecting Communities: The NJTPA Long Range Transportation Plan* and the FY 2026-2029 TIP show that the implementation of the projects contained therein will result in emissions of VOC, NO_x, and PM_{2.5} in each analysis year that are less than the corresponding emissions budgets contained in the SIP, thus meeting the tests for the northern New Jersey maintenance and non-attainment areas;

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 *Connecting Communities: The NJTPA Long Range Transportation Plan*, its appendices, and the accompanying Air Quality Conformity Determination.

BE IT FURTHER RESOLVED that a copy of this resolution is forwarded to the Federal Highway Administration, Federal Transit Administration, U.S. Environmental Protection Agency, New Jersey Department of Transportation, NJ TRANSIT and New Jersey Department of Environmental Protection.

Approved September 8, 2025

DRAFT RESOLUTION: APPROVAL OF THE FY 2026 STUDY AND DEVELOPMENT 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 NJTPA, as part of its responsibility to establish regional investment priorities, has worked cooperatively with its member agencies to develop the Long Range Transportation Plan (LRTP); and

WHEREAS, the LRTP identifies transportation needs and strategies to address them; and

WHEREAS, in order to develop these strategies into candidate projects for the Transportation Improvement Program (TIP), the New Jersey Department of Transportation (NJDOT), New Jersey Transit Corporation (NJ TRANSIT) and other sponsoring agencies must conduct Concept Development and Project Development work to prepare projects for the TIP; and

WHEREAS, the Fiscal Year (FY) 2026 Study and Development (S&D) Program has been developed through a cooperative planning effort, including subregional involvement, based on regional priorities in the LRTP; and

WHEREAS, the NJTPA, NJDOT and NJ TRANSIT will work cooperatively to monitor and expedite the progress of all S&D projects toward becoming candidates for future funding through the TIP; and

WHEREAS, the NJTPA is responsible for the development of the Unified Planning Work Program (UPWP) to guide the transportation planning process in northern New Jersey pursuant to 23 U.S.C. § 134 et. seq., 49 U.S.C. § 5303 et. seq., and 23 CFR Part 450; and

WHEREAS, the UPWP describes all transportation and transportation-related planning activities to be undertaken by NJTPA Central Staff and member agencies; and

WHEREAS, the FY 2026 UPWP was approved by the NJTPA on March 10, 2025; and

WHEREAS, the Concept Development and Project Development work activities anticipated for FY 2026 listed in the S&D Program must be included as part of Chapter IV of the UPWP in order to commence; 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 FY 2026 S&D Program.

BE IT FURTHER RESOLVED that the S&D Program be included in the FY 2026 UPWP as part of Chapter IV (Other Regional Transportation Planning Initiatives, Section II NJTPA Study and Development Program).

BE IT FURTHER RESOLVED that additions, deletions or any significant changes to the FY 2026 S&D Program require action of the NJTPA Board of Trustees.

BE IT FURTHER RESOLVED that NJDOT, NJ TRANSIT and all other sponsoring agencies shall provide status reports for the projects contained herein to the NJTPA.

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

Approved September 8, 2025

DRAFT RESOLUTION: APPROVAL OF THE FY 2026-2029 TRANSPORTATION IMPROVEMENT PROGRAM AND ACCOMPANYING AIR QUALITY CONFORMITY DETERMINATION

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 Statewide and Metropolitan Planning Regulations (23 CFR Part 450 and 49 CFR Part 613) require that regional transportation plans and programs be developed by MPOs, approved by the Governor, and reviewed by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA); and,

WHEREAS, NJTPA has certified that the transportation planning process has been conducted in a manner meeting the requirements of all appropriate federal regulations; and,

WHEREAS, the public, private transportation providers and all interested parties have had an opportunity to participate and have their views considered in the development and adoption of the Transportation Improvement Program (TIP); and

WHEREAS, this four-year TIP was developed based on the requirements as set forth in the Infrastructure Investment and Jobs Act and other relevant federal legislation and regulations; and

WHEREAS, in order to comply with federal regulations for federal funding, the TIP is fiscally constrained; and

WHEREAS, the TIP is consistent with regional and state plans and policies; and

WHEREAS, the projects contained in the Fiscal Years (FY) 2026-2029 TIP represent the region's priorities as set forth in the Long Range Transportation Plan (LRTP) for northern New Jersey; and

WHEREAS, this TIP includes Special Efforts for Senior and Disabled Persons as required by the Americans with Disabilities Act; and

WHEREAS, the NJTPA has incorporated air quality activities, as set forth in the Clean Air Act Amendments of 1990 (CAAA), into the ongoing planning process from which this TIP was developed; and

WHEREAS, the U.S. Environmental Protection Agency (USEPA), under the authority of the CAAA, has designated the northern New Jersey region as among the areas in the United States to be in

non-attainment with the National Ambient Air Quality Standards (NAAQS) for ozone (measured by emissions of its precursors: nitrogen oxides (NO_x) and volatile organic compounds (VOCs), in maintenance for fine particulate matter (PM_{2.5}) and carbon monoxide (CO); and

WHEREAS, the transportation plans and programs developed by the NJTPA are required to conform to the purposes of the State Implementation Plan (SIP) as stipulated in sections 174 and 176 (c) and (d) of the Clean Air Act (42 U.S.C. 7504, 7506 (c) and (d)); and

WHEREAS, the Federal Highway Administration (FHWA) and the USEPA issued an updated set of regulations in March 2023, known as the “Final Rule,” that prescribes the necessary emissions analysis and procedures to be performed on transportation plans and programs to determine their impact on air quality; and

WHEREAS, the Final Rule requires that the NJTPA determine that its transportation plans and programs conform with the CAAA requirements by meeting criteria described in the Final Rule, which include a detailed Conformity Determination; and

WHEREAS, the Conformity Determination is the outcome of intensive modeling, interagency consultation, and a public outreach process in accordance with the prescriptions of the Final Rule; and

WHEREAS, the results of the required emissions analysis of the FY 2026-2029 TIP show that the implementation of the projects contained therein will result in emissions of VOCs, and NO_x, in each analysis year that are less than the corresponding emissions budgets contained in the SIP, thus meeting the tests for the northern New Jersey non-attainment and maintenance areas; 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 FY 2026-2029 Transportation Improvement Program and the accompanying Air Quality Conformity Determination.

BE IT FURTHER RESOLVED that copies of this resolution be forwarded to the New Jersey Department of Transportation for submission to the Federal Highway Administration, Federal Transit Administration, and U.S. Environmental Protection Agency.

Approved September 8, 2025

DRAFT RESOLUTION: APPROVAL OF FY 2026 NORTH JERSEY TRANSPORTATION PLANNING AUTHORITY SELF-CERTIFICATION

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 metropolitan transportation planning and programming process in the NJTPA region is being carried out in conformity with all the requirements as set forth in the Infrastructure Investment and Jobs Act and other relevant federal legislation and regulations; and

WHEREAS, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) certified in May 2023 that the transportation planning process conducted in the NJTPA region meets all the federal planning and programming requirements specified in 23 U.S.C. § 134, 49 U.S.C. § 5303, and 23 CFR Part 450; and

WHEREAS, 23 CFR Part 450.336 specifies that concurrent with the submittal of the entire proposed Transportation Improvement Program (TIP) to the FHWA and FTA as part of the Statewide Transportation Improvement Program (STIP) approval, MPOs shall certify that the metropolitan transportation planning and programming process is being carried out in accordance with all applicable requirements of the federal regulations; and

WHEREAS, consistent with 23 CFR Part 450.336, the NJTPA planning process is being conducted in accordance with all applicable federal requirements, including:

- 23 U.S.C. § 134, 49 U.S.C. § 5303, and 23 CFR Part 450;
- In nonattainment and maintenance areas, sections 174 and 176(c) and (d) of the Clean Air Act, as amended (42 U.S.C. § 7504, 7506(c) and (d), and 40 CFR Part 93); and
- Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. § 2000 d-1), and 49 CFR Part 21;
- 49 U.S.C. § 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex or age in employment or business opportunity;
- Section 1101(b) of the FAST Act (Pub. L. 114-94) and 49 CFR Part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
- 23 CFR Part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;

- The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. § 12101 et seq.) and 49 CFR Parts 27, 37, and 38;
- Older Americans Act, as amended (42 U.S.C. § 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- Section 324 of Title 23 U.S.C., regarding the prohibition of discrimination based on gender; and
- Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. § 794) and 49 CFR Part 27 regarding discrimination against individuals with disabilities; and

WHEREAS, the metropolitan transportation planning and programming process carried out by the NJTPA complies with 23 CFR Part 450, which requires a continuing, cooperative, and comprehensive transportation planning process that results in plans and programs that consider all transportation modes and supports community development and social goals, including the development and implementation of:

- a Long Range Transportation Plan (LRTP), updated and adopted by the NJTPA every four years, describing a vision for the development of the region’s transportation infrastructure over 25 years, which includes goals and objectives, analysis of regional trends, assessment of capital investments and other strategies, and planned improvement projects;
- a TIP, updated and adopted by the NJTPA every two years, documenting proposed projects for a four-year fiscal period so that project funding can be secured and is consistent with the investment priorities of the LRTP, financially constrained, and developed cooperatively with member agencies — including state and local transit operators; and
- a Unified Planning Work Program (UPWP), updated annually and guided by the LRTP, identifying and describing urban transportation activities, programs, and projects to be undertaken during the course of the fiscal year, including sufficient detail of who will perform the work, the schedule for completing work, the resulting products, proposed funding, and a summary of expenditures and revenue sources; and

WHEREAS, the requirements of 23 CFR Part 450.316, to develop and document a participation plan that defines its process for involving interested parties, affected agencies and the public in its transportation planning process, has been met; and

WHEREAS, the requirements of 23 CFR Part 450, for performance-based planning and programing, including the establishment of performance measures and targets, have been met; and

WHEREAS, the Congestion Management Process requirements of 23 CFR Part 450.322, for nonattainment Transportation Management Areas, have been met; and

WHEREAS, the requirements of 23 CFR Part 450.328, to collaboratively develop procedures for TIP revisions and for the TIP's inclusion in the STIP with NJDOT, have been met; and

WHEREAS, the requirements of 23 CFR 450.334 for an annual listing of obligated transportation projects for which federal funds have been given in the preceding year, including bicycle and pedestrian projects, has been met; and

WHEREAS, the metropolitan transportation planning and programming process in the NJTPA region covers, at a minimum, the urbanized area and the area likely to be urbanized in the period covered by the LRTP; and

WHEREAS, the responsibilities and procedures for carrying out a cooperative process have been identified in detail in the UPWP, which incorporates planning activities to be undertaken by local governmental units, Transportation Management Associations, NJDOT, NJ TRANSIT, and the Port Authority of New York and New Jersey (PANYNJ); and

WHEREAS, the NJTPA complies with the NJDOT Disadvantaged Business Enterprises policy as a recipient of NJDOT planning funds; and

WHEREAS, the NJTPA's technical and policy committees include elected officials, providers of major modes of transportation, and appropriate state officials; and

WHEREAS, all NJTPA member agencies, NJDOT, NJ TRANSIT, PANYNJ, and the subregions, have endorsed, and agreed to the conduct of such activities as listed in the UPWP; 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 certifies that the requirements listed herein which govern the metropolitan transportation planning and programming process in northern New Jersey are met in accordance with all the applicable Federal requirements.

BE IT FURTHER RESOLVED, that copies of this resolution be forwarded to the New Jersey Department of Transportation for official submission to the Federal Highway Administration, Federal Transit Administration, and U.S. Environmental Protection Agency.

Approved September 8, 2025

**DRAFT RESOLUTION: MINOR AMENDMENT TO THE FY 2024-2027
TRANSPORTATION IMPROVEMENT PROGRAM TO ADD
FEDERAL FUNDS TO THE TRANSIT
ENHANCEMENTS/TRANSPORTATION ALTERNATIVES
PROGRAM/ALTERNATIVE TRANSIT IMPROVEMENTS
PROGRAM**

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 formally adopted the FY 2024-2027 Transportation Improvement Program (TIP) on September 12, 2023; and

WHEREAS, the NJTPA on September 24, 2012 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 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 funds are added above the specified threshold and a new air quality conformity determination is not required, this constitutes a minor amendment; and

WHEREAS, NJ TRANSIT has requested a minor amendment to the FY 2024-2027 TIP to add federal funds to the Transit Enhancements/Transportation Alternatives Program/ Alternative Transit Improvements Program (DBNUM T210); and

WHEREAS, fiscal constraint is maintained for these changes through funds available from a competitive federal grant; and

WHEREAS, this program 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 this action; and

WHEREAS, the FY 2024 – 2027 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 2024-2027 Transportation Improvement Program.

BE IT FURTHER RESOLVED that a copy of this resolution is forwarded to the NJDOT and NJ TRANSIT for submission to the Federal Highway Administration and Federal Transit Administration.

(Attachments H.1.a, H.1.b, H.1.c)

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

(Attachments H.2.a, H.2.b, H.2.c)

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.

