



North Jersey Transportation Planning Authority

REGIONAL TRANSPORTATION ADVISORY COMMITTEE (RTAC)

David Antonio, Chair
Andras Holzmann, Vice Chair

December 8, 2025
10:30 a.m. (Eastern Standard Time)

Join Zoom Meeting

<https://njtpa-org.zoom.us/j/94232499354?pwd=zZSGNZohk2sPDlj1q8MNSZX5TVl5rS.1>

Meeting ID: 942 3249 9354

Passcode: 973380

Dial by your location

305 224 1968 US

309 205 3325 US

- I. Roll Call
- II. Approval of Minutes
- III. Presentation: Warren County Complete Streets Implementation Plan – Ryan Conklin, Director of Planning, Warren County
- IV. Information Items
 1. Transportation Management Association Update – Patrick Farley, Cross County Connection
 2. FY 2027 Unified Planning Work Program – Angellita Young, Central Staff
- V. Written Information Item
 1. FY 2026 Vibrant Places Program Projects – Blythe Eaman, Central Staff
 2. Identifying Corridors for the Active Transportation Plan Refinement – Peter Zambito, Central Staff
 3. Traffic Signal Strategic Investment Framework Update – Andy Kaplan, Central Staff
 4. Subregional Technology Request Deadline Reminder – Frank Tolbert, Central Staff
- VI. Review of Standing Committees Action Items

Project Prioritization Committee

1. Minor Amendment to the FY 2026-2029 TIP to add the Broad Street Bridge Over Dorotokeys Run Tributary Project in Bergen County – John Witsch, Central Staff
2. Approval of the Memorandum of Understanding on Procedures to Revise the TIP and STIP – Vanessa Koenigkramer, Central Staff
3. Approval of the FY 2026 Local Concept Development Projects – Sarbjit Kahlon, Central Staff
4. Approval of the FY 2026 Subregional Safety Improvement Program – Christine Mittman, Central Staff

Planning and Economic Development Committee

1. Approval of Memorandum of Understanding between DVRPC and the NJTPA on Metropolitan Planning Organization Boundaries and Coordination – Elizabeth Johnson, Central Staff
 2. Adoption of NJTPA Specific Roadway Safety Performance Measure Targets for 2026 – Keith Miller, Central Staff
- VII. Election of RTAC Leadership for 2026-2027 Term
- VIII. Other Items for Discussion
- IX. RTAC Teleconference: January 12, 2026 (tentative)
- X. Next Meeting: Monday, February 9, 2026
- XI. Adjournment

North Jersey Transportation Planning Authority, Inc.

REGIONAL TRANSPORTATION ADVISORY COMMITTEE (RTAC)

David Antonio, Chair
Andras Holzmann, Vice Chair

December 8, 2025

V. Written Information Items

FY 2026 Vibrant Places Program, Projects – Blythe Eaman, Central Staff

Two communities were selected to receive technical assistance through the Vibrant Places Program this year. The Vibrant Places team will provide technical assistance to develop a placemaking plan for the District of Elizabeth Culture & Arts in Midtown Elizabeth. Working with the Elizabeth Development Company, this plan will identify opportunities to use public art, streetscaping, programming, and activation to revitalize the City’s Special Improvement Districts and Urban Enterprise Zone. Specific tasks include identifying and mapping key locations for murals, as well as selecting a flagship public art project through a community-driven process. Extensive engagement will include developing a registry/database of local artists to create future programming.

The Borough of Raritan will also receive technical assistance to develop a placemaking plan for their downtown and riverfront areas. Plan goals include enhancing the experience of visitors and highlighting local businesses and attractions, including the riverfront, the new bike lane along Orlando Drive, and access to Duke Farms. Extensive community engagement will drive the development of recommendations to connect these assets and bolster revitalization of downtown Raritan.

Identifying Corridors for the Active Transportation Plan Refinement – Peter Zambito, Central Staff

Consultant selection is underway for the Active Transportation Plan Refinement, which is a consultant supported study focused on advancing the recommendations of the NJTPA’s Active Transportation Plan (ATP). The study will advance multiple active transportation corridors identified by the ATP by evaluating potential alignments; recommending associated improvements and steps for implementation; and developing guidance for building-out a continuous on- and off- road trail network.

The study will focus on up to four corridors. Identification of corridors is being done in coordination with the ongoing North Jersey Trail Network Initiative (NJTNI), which is creating a cohesive trail network for six counties in the NJTPA region (Bergen, Passaic, Morris, Essex, Hudson, and Union). The NJTNI is led by the New Jersey Bike and Walk Coalition and Rails to Trails Conservancy. Initial corridors have been identified, and, as part of this corridor selection process, we will be reaching out early in the new calendar year to subregions for your input on potential corridors.

Consultant work is expected to begin in the spring, with the study’s completion in June, 2027.

Traffic Signal Strategic Investment Framework Update – Andy Kaplan, Central Staff

The Technical Advisory Committee (TAC) for the Traffic Signals Strategic Investment Framework held its second meeting on November 10 to discuss priorities and regional needs. There was a lively discussion about balancing safety, mobility, accessibility, and state of good repair needs. The outcomes of the meeting will directly inform the focus areas of the program’s future efforts.

Subregional Technology Request Deadline Reminder – Frank Tolbert, Central Staff

As a reminder, subregions must submit all technology reimbursement requests under the FY 2026 Subregional Transportation Planning (STP) program by **January 30, 2026**. Requests received after this date will only be considered on a case-by-case basis if there is a demonstrated emergent need.

Please also note that beginning in FY 2026, a pre-meeting with NJTPA staff is required before submitting any technology software requests, regardless of cost. This requirement applies exclusively to software products such as licenses and does not include hardware equipment like computers. The purpose of this meeting is to review how the software will support STP-related tasks and to confirm whether similar tools are already available through the NJTPA. To schedule a pre-meeting, please contact the STP Program Manager, Frank Tolbert, at FETolbert@njtpa.org.



Regional Transportation Advisory Committee (RTAC)

David Antonio, Chair
Andras Holzmann, Vice Chair

Meeting Minutes October 14, 2025

I. Roll call

RTAC Chair David Antonio called the meeting to order at 10:30 a.m. Denise Truvillion, Central Staff, called the roll and 19 voting members were present.

II. Approval of Minutes

The city of Newark moved the minutes of the August 11, 2025, meeting, Union County seconded, and the motion carried with one abstention from Ocean County.

III. Presentation: Congestion Management Process- Accessibility and Mobility Regional Reassessment Products

Eugene McGuinness, Central Staff, and consultant Sunil Dhuri, of ICF International presented the Accessibility and Mobility Regional Reassessment, which updated the region's Congestion Management Process. The study looked at our region's travel patterns, identified needs and developed strategies to address them. This project informed *Connecting Communities: The NJTPA Long Range Transportation Plan*.

Mr. McGuinness also provided a demonstration of the online [StoryMap](#) developed to identify locations of needs and strategy implementation. As part of this effort, the NJTPA studied how to make transportation more accessible. Analysis suggested some areas to pilot more transit supportive roadways in the Greater Newark area, including Bloomfield Avenue, Park Avenue, and South Orange Avenue. Work to refine the regional mobility needs and strategies will continue into the next fiscal year. Mr. McGuinness thanked RTAC members for their involvement and contributions. Executive Director David Behrend described the CMP as "foundational" to the LRTP and encouraged people to explore all the information available.

Additional information can be found [here](#) and the presentation and meeting recording are available [here](#).

IV. Information Items

FY 2025 Unified Planning Work Program

Angellita Young, Central Staff, gave an update on the development process, schedule, and structure for the FY2027 Unified Planning Work Program (UPWP). The process and organizational structure are

similar to past years and members are encouraged to review the PowerPoint [slide deck](#) and [website](#) for detailed background information on the FY2026 program. The NJDOT requested Metropolitan Planning Organizations (MPOs) consider key priorities for the UPWP development, including interagency coordination, safety planning, congestion relief, congestion mitigation and air quality, freight planning, emerging technologies/Intelligent Transportation Systems (ITS), active transport planning, and outreach, access, and engagement. Solicitations for the FY2027 work programs in Chapter 2 (Regional Transportation Planning and Subregional Studies programs) and Chapter 3 (TMA program) are currently underway. Proposed new activities for the Subregional Transportation Planning (STP) program include implementing the *Connecting Communities* long-range plan, and updated requirements for software purchases to maximize NJTPA resource use.

Ms. Young said preliminary proposals were submitted in August, and the selection committee held their final meeting on September 29th. The recommended studies will be included in Chapter 2, with two studies from the FY2025 cycle continuing. Two studies for the FY2027-2028 program from Hudson and Monmouth counties are under consideration. Core activities remain the same, FY2027 updates include incorporating recommendations from *Connecting Communities*, the Congestion Management Process (CMP), and Livable Streets/Accessible Transportation (LSAT) into tasks, implementing other regional plans, creating sustainable/accessible transportation options, and an increased focus on outcome-oriented projects.

In conclusion, Ms. Young said new members should contact Central Staff for separate discussions. Suggestions for the FY2027 UPWP are due by October 28th for incorporation into the first draft. NJTPA Program managers Frank Tolbert, William Long and Jasmine Lawrence are the contacts for pass-through program information. All comments on the draft program are due by January 9th. The presentation can be viewed [here](#).

Complete Streets Technical Assistance Application

Peter Bilton, Central Staff, said the Complete Streets Technical Assistance Program, delivered in partnership with Sustainable Jersey and the Voorhees Transportation Center at Rutgers, provides municipalities with the knowledge, skills, and resources necessary to develop Complete Streets solutions for a small area or corridor. Mr. Bilton said the 4th round of programs recently concluded, and final reports are available for review on the NJTPA Complete Streets [webpage](#). The program is launching Round 5 for the new fiscal year. The application period opened on September 29th, and the deadline for applications is November 7th.

Mr. Bilton said that although this is a municipal program, applications for projects involving county roads are permitted, provided the county agrees to participate actively on the local project team. Active county participation involves attending meetings, participating in walk audits, and providing input on feasibility and coordination with county plans and improvement programs, such as the county's Local Safety Action Plan. Board members are encouraged to direct interested municipalities to the program webpage at NJTPA.org/completestreets or refer them to staff for more information. The meeting recording is available [here](#).

Regional Electric Vehicle Registration Update

Zenon Tech-Czarny, Central Staff, said the latest Electric Vehicle (EV) registration data from the New Jersey Department of Environmental Protection (current through June 2025) shows that New Jersey now has over 250,000 electric vehicles on the road, a milestone recently announced by Governor Murphy. Despite this progress, the state is unlikely to meet its goal of 330,000 EVs by the end of 2025. Approximately 22,000 new EVs registered between January and June 2025, which is less than the nearly 29,700 new EVs registered in the previous half-year period (July to December 2024).

He said that seventy-eight percent of the state's EVs are registered within the NJTPA region. The composition of the total EV fleet remains consistent: Battery Electric Vehicles (BEVs) comprise about 77 percent, Plug-in Hybrid Electric Vehicles (PHEVs) comprise 22 percent, and Neighborhood Electric Vehicles (NEVs) comprise about 1 percent. Somerset and Bergen Counties have now exceeded the five-percent threshold of registered EVs, with Somerset County at 5.5 percent and Middlesex County near 5 percent.

NJTPA encourages sub-regions to conduct EV-related studies and incorporate them into their planning efforts. Recent mapping of EV registration data by municipality indicates that numbers are highest in Somerset and Middlesex Counties, with Edison and Jersey City reporting the highest raw counts. Bergen County's raw numbers appear lower due to the smaller size of its municipalities, and the percentage of EVs is higher in the northern region. Members are encouraged to visit the NJTPA EV Resources Hub site [data page](#), to view interactive maps and detailed data. Mr. Tech-Czarny reminded the board of the NJTPA sub-regional EV charging program, which provides funding for charging infrastructure. Interested parties are encouraged to reach out to the presenter for more information on the funding program. The complete recording, including member questions and answers, can be found [here](#).

Traffic Signal Strategic Plan and Investment Framework

Andy Kaplan of Central Staff reported that the NJTPA is advancing its Traffic Signal Strategic Plan and Investment Framework, an ongoing project that evaluates traffic signal needs across the NJTPA region, including subregions and municipalities, and examines how funding is or is not reaching those areas. With support from a consulting team, NJTPA has prepared a draft summary of national and statewide best practices that identifies gaps and opportunities in asset and traffic signal management.

Mr. Kaplan noted that a technical advisory committee has convened and has already held its initial meeting, with a second meeting planned for November. He thanked the members who have provided input so far. The consulting team also plans to expand the committee to include planners and additional local and statewide subject matter experts who will continue to guide the project.

He added that a stakeholder survey has been launched and shared the survey link in the meeting chat. The survey takes about fifteen minutes to complete, and the baseline input gathered will help assess how traffic signals are owned, operated, and funded.

More information is available [here](#), and the meeting recording can be found [here](#).

PRIME Users Group

Jeffrey Vernick, Central Staff, reported that the second user group meeting for Prime Version 2 was held on Monday, September 29, with more than 60 participants. Attendees included planners, engineers, managers, and administrators from MPOs, subregions, and partner agencies, many of whom were new to Prime. The meeting highlighted new content, uses, reporting needs, and next steps, and included brief presentations on subregional and internal NJTPA studies, the Active Transportation Plan, and a recorded DEP presentation on habitat connectivity.

Mr. Vernick noted that NJTPA staff are actively using Prime for key functions, including identifying grant candidates and conducting project concept reviews. User feedback emphasized the need for enhancements related to bicycle and pedestrian studies, roadway and transit corridor studies, partner agency studies, and improved reporting tools to support grant identification, future planning studies, and targeted summaries for priority areas. NJ Transit, PANYNJ, and NJDOT are encouraged to submit approved studies to Prime, and subregions must ensure required subregional studies are entered.

Next steps include evaluating improved reporting tools for integration into Prime or for parallel use, potentially resulting in a “Prime 2.5.” The goal is to provide municipal viewer access by the end of the fiscal year. Mr. Vernick asked RTAC members to support outreach to the region’s 300–400 municipalities to raise awareness of Prime, manage expectations, and identify support and training needs. Members are also encouraged to provide feedback and sign up for accounts.

More information is available [here](#), and the meeting recording can be found [here](#).

Route 1 Northbound Bridge Over Raritan River Financial Plan

Vaness Koenigkramer, Central Staff, said the Route 1 Northbound Bridge (Morrison-Goodkind Bridge) over the Raritan River, bordering New Brunswick and Edison project, is to rehabilitate the structurally deficient bridge and extend its service life. This involves reconstructing the superstructure, deck, railings, and balustrades with a wider bridge deck on the rehabilitated substructure.

The federal requirement criteria for this project meets Title 23, Section 106 of the U.S. Code, to require a financial plan because the total cost is between \$100 and \$500 million.

Ms. Koenigkramer said an initial financial plan was prepared and reviewed by Central Staff for compliance and consistency with the TIP. The plan establishes the base cost and schedule for all future annual updates. Total expenditures to date are \$9.4 million, which is under 7 percent of the current estimate. The total project cost estimate is over \$161 million and includes all incurred costs, escalation, and contingencies for the remaining design and construction. Construction is anticipated to start Fall 2026, with a completion date of Summer 2030. The project is exempt from air quality conformity and is programmed in full in the TIP. No revision to the adopted 2026 amount is needed.

NJTPA Prototype Bicycle Travel Demand Model

Brian Fineman and Hella Alnajjar, Central Staff said that active transportation is a serious priority in the NJTPA’s Long-Range Plan and Active Transportation Plan. The existing regional four-step travel demand model (North Jersey Regional Transportation Model–NJRTM) covers motorized travel and non-motorized travel. The project goal is to develop a prototype travel demand model for bicycle travel in the region to better understand travel patterns and anticipate the impact of future changes.

Mr. Fineman said the project was conducted in partnership with NJIT civil engineering researchers, led by Professor Branislav Dimitrijevic, using new data resources that included a bicycle network of nodes and links with each link assigned an LBC (Level of Bicycle Compatibility) score. The model followed a four-step process of trip generation, distribution, mode choice and traffic assignment. Various factors were researched to understand their effect on bicycle ridership. Real-world case studies included following real world corridors such as the Essex-Hudson Greenway, Secaucus Meadowlands Transitway and include future plans for investing in and enhancing the current bicycle path on River Road. Next steps for 2026 and beyond include implementing additional real-world case studies, incorporating more advanced modeling capabilities, and further discussions with RTAC.

V. Written Information Items

The Chair read the titles of the two written information items and the relevant Central Staff members.

1. Zoning Atlas Update – Rick Cippoletti
2. Transition to Numetrics Crash Data Tool – NJDOT

Trevor Howard, City of Newark, asked how the NJDOT obtained the Numetrics Crash Data, and if this system was going to replace Safety Voyager, the current data drive interactive tool. Farzana Ahmed, NJDOT, said she would forward the question to the NJDOT Safety Group for a response. David Behrend, Executive Director, NJTPA said that the NJDOT will be transitioning away from Safety Voyager to Numetrics and would possibly provide details and a schedule at a later time.

VI. Review of Standing Committees Action Items

Planning and Economic Development Committee

1. Endorsement of NJDOT Updated Roadway Functional Classification System

Keith Miller, Central Staff said the Roadway Functional Classification System groups roads into classes based on the type of service they were intended to provide. Following the decennial census, the Federal Highway Administration (FHWA) requires that states, MPOs, and counties collaborate to update their urban area boundaries, and functional classifications. The NJTPA worked on the urban area boundaries a few years ago and is collaborating with the NJDOT and RTAC to collect and respond to comments on functional classifications. Mr. Miller said this action item is a map of final functional classifications within our region. The next step is for MPO boards to endorse the final classifications before NJDOT submits them to FHWA.

Mr. Miller thanked Sushant Darji from NJDOT, and Kevin McElwain from Michael Baker, who are on the call today to answer questions.

Kamal Saleh, Union County, asked Mr. Miller if he knew what the changes were. Sushant Darji, NJDOT said there is a list of the changes that they are in the process of compiling. Kevin McElwain added that there is a map-based public dashboard containing all the MPO comments and whether they were accepted or rejected with the justification for the decisions. The dashboard can be found [here](#). Keith Miller said he would email the link to all RTAC members.

A summary of the action item is included in the agenda package for the Joint Committee meeting on page 20 [here](#).

Project Prioritization Committee

1) Approval of the FY 2025 Transportation Alternatives Set-Aside Program Projects

Mark Serrano, Central Staff said the Transportation Alternative Set-Aside Program, also known as TASA, is supported in the Fixing America Surface Transportation FAST Act of 2015, with a set-aside of funds under the Surface Transportation Block Grant Program.

This program provides an opportunity for eligible applicants to apply for federal funding to construct 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 in December 2024, inviting eligible applicants to apply for the program. The NJDOT received 45 applications in the NJTPA region, of which 36 were eligible applications. The technical review committee comprised of NJTPA Central Staff, the NJDOT Division of Local Aid, Traffic Engineering and Safety Division, and the Bureau of Environmental Program Resources reviewed the applications.

The NJDOT agreed to fund 29 transportation alternative set-aside projects, with a combined funding total of \$29.3 million. The recommended projects address the goals of the programs as defined, and Central staff recommends approval of this action.

Andras Holzmann, Passaic County, asked if the list of accepted projects was available. Denise Truvillion, Central Staff, said the full list was available in the Joint Committee agenda package, posted on the NJTPA website calendar, and would be distributed prior to the joint committee meeting.

A summary of the action item is included in the agenda package for the Joint Committee meeting on page 14 [here](#).

VII. Other Items for Discussion

Trevor Howard, City of Newark said he wanted to discuss the toll roads and toll credits used by the state of North Carolina's Department of Transportation. He said he was interested in seeing how this could be implemented in the state of New Jersey. He said the City of Newark applied for a project using a cash match, but toll credits would be a better solution. Vanessa Koenigkramer, Central Staff said toll credits can be used as a soft match for certain projects and are typically used in local concept development programs, and occasionally for congressionally directed spending. This information is included in the application and is not typically used for competitive grants. Farzana Ahmed, NJDOT, said that she would convey the message to their Capital Investment Programming team to provide a response. Dave Behrend, NJTPA Executive Director, said this topic can be brought up periodically during meetings that MPOs have with NJTPA's Capital Programming Group for better discussion. He added that anyone interested in applying for a competitive grant to speak to NJTPA staff first so the organization can provide a letter of support.

The complete discussion can be found in the meeting recording here.

There were no other items for discussion.

VIII. RTAC Teleconference – November 17, 2025 (Tentative)

The Chair asked anyone who had topics to address during the teleconference, please contact him or Vice Chair Andras Holzmann.

IX. Next Meeting: December 8, 2025

X. Adjournment

Passaic County made a motion to adjourn at 11:58 a.m.; Union County seconded, and the motion was carried unanimously.

Regional Transportation Advisory Committee Attendance

October 14, 2025

Voting Members	
David Antonio (Chair)	Essex County
Andras Holzmann (Vice Chair)	Passaic County
Chris Helms	Bergen County
Mark Kataryniak	Hudson County
Katherine Fullerton	Hunterdon County
Elias Guseman	City of Jersey City
Vijayant Rajvanski	Middlesex County
John Hayes	Morris County
Joseph Ettore	Monmouth County
Trevor Howard	City of Newark
Mark Jehnke	Ocean County
Ken Wedeen	Somerset County
Tom Drabic	Sussex County
Farzana Ahmed	NJDOT
Megan Massey	NJ TRANSIT
Jay Shuffield	PANYNJ
Dorian Smith	Governor's Authorities Unit
Kamal Saleh	Union County
Ryan Conklin	Warren County
Other Attendees	
Various members	NJTPA Central Staff
Sunil Dhuri	ICF
Dolores Martinez Wooden	City of Newark
Branislav Dimitrijevic	NJIT
Dan Callas	Avenues in Motion
Tanner Thul	Hudson County
Bob Hornby	Hunterdon County
Alan Hunt	
Evan Hanson	
Chris Townley	Middlesex County
Michael Nei	Monmouth County
David Schmetterer	
Antonio Scanziani	
Victor Furmanec	
Evan Hanson	NJDOT
Mike Dannemiler	
Zyaire Fowler	
Sushant Darji	
Nathan Chadwick	NJ TRANSIT
Jack Kanarek	Dewberry
Joanna Doyle	
Kevin Stephens	

Jonathan Eagle Samantha DeAndrea	Somerset County
Gregory Smith	Ocean County
Brian Tobin	Keep Middlesex Moving
Adam Iaccheo	
K McElwain	
Icheng	
M Husami	
Norm Sutaria	
Peter Kortright	Bergen County
SC Bennet	
Sydney Chan	