



Charles Kenny, Chair
Jason J. Sarnoski, First Vice Chair
David W. Behrend, Executive Director

Board Meeting Minutes January 12, 2026

A. Open Public Meetings Act Compliance

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

B. Salute to the Flag

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

C. Roll Call

Ms. Truvillion called the roll, and 16 voting members were in attendance. (Attachment 1).

D. Approval of Minutes

Morris County made a motion to approve the minutes of the November 10, 2025, meeting; Passaic County seconded and the motion carried unanimously.

E. Chair Remarks

First Vice Chair Kenny began the meeting by welcoming Charles T. Brown, CEO of Horizon 54, who would be presenting on resources that can help empower local governments to deliver safer, more effective infrastructure projects.

He said the core of today's agenda centers on how the NJTPA translates federal resources into tangible local results, focusing on Local Concept Development and Subregional Safety projects. Local Concept Development is a vital first step in the capital project delivery process and allows subregions to study critical improvements, such as bridge rehabilitations or corridor safety, which then qualifies them for federal funding all the way through construction. He said that the Subregional Safety Program advances priorities identified directly by our counties and municipalities. These investments build on Local Safety Action Plans completed with the eight subregions to ensure that planned work leads to projects that reduce crashes and protect all road users.

He also shared updates on initiatives that enhance our communities' quality of life. For the FY 2026 Vibrant Places Program, the City of Elizabeth was selected to develop a culture and arts placemaking plan for its Midtown district. The Borough of Raritan will begin planning improvements for its downtown and riverfront areas. These projects are essential for supporting local businesses and creating public spaces that reflect the unique character of our communities.

Vice Chair Kenny also highlighted the Pa'lante Hall Avenue project in Perth Amboy, which was recently launched in Middlesex County. The plan is the NJTPA's pilot Complete Streets conceptualization study and is evaluating traffic calming and public transit access in Perth Amboy.

He concluded his report and asked for remarks from the agencies. Jeremy Colangelo-Bryan, NJ TRANSIT, said he appreciated the continued cooperation with the NJTPA and looks forward to continued collaboration.

F. Executive Director’s Report

NJTPA Executive Director David Behrend opened his remarks by wishing the Board a Happy New Year and expressed gratitude to Commissioner Kenny for chairing the meeting. He acknowledged outgoing Chair Jack Kelly as he transitions to a new role in Ocean County and noted that the election of the Executive Committee later in the meeting would set the course for the 2026-2027 term.

Mr. Behrend emphasized that safety remains NJTPA’s top priority and the Target Zero Commission recently adopted a plan to eliminate traffic fatalities by 2040. To support this vision, the NJTPA is advancing Local Safety Action Plans and seeks approval for 12 high-priority safety improvements included on the agenda. Mr. Behrend acknowledged that although the goal of zero fatalities is ambitious, it is the only acceptable target and will require deep collaboration across all levels of government.

Several other key initiatives are also gaining momentum and the NJTPA. A new placemaking guide, *From Streets to Stadiums*, developed in partnership with NJIT and the Voorhees Transportation Center at Rutgers University, is being completed to assist municipalities in transforming public spaces into vibrant activity hubs during the FIFA World Cup. Work is also underway on the Berkeley Heights Transit Hub Plan, where a community survey was recently launched to ensure the train station area better serves the public and strengthens local economic ties.

Mr. Behrend also touched on regional environmental and infrastructure milestones. The agency is transitioning from its initial Priority Climate Action Plan, led by New York City, to a Comprehensive Climate Action Plan, which is slated for submission to the Environmental Protection Agency in June. Infrastructure expansion also continues along the 111-mile Morris Canal Greenway, bolstered by a \$1.33 million grant for Wharton Borough and significant land acquisitions in Warren County.

On the federal front, Mr. Behrend noted that the team is keeping a close watch on the reauthorization of surface transportation funding. Although the current bill is not set to expire until September, early discussions in Washington D.C. indicate a bipartisan focus on permitting reform and the protection of the regional role in transportation decision-making.

In conclusion, Mr. Behrend announced the launch of a streamlined and more user-friendly NJTPA website later this month. The new system is designed to make resources significantly easier for partners and the public to access. He encouraged everyone to explore the site once it goes live and provide feedback to help the agency continue improving its digital presence.

G. Presentation: From Idea to Implementation: National Tools Helping Local Governments Deliver Safer Projects – Charles T. Brown, Founder and CEO, Equitable Cities

Mr. Brown opened by challenging the board to consider why safety projects often stall despite clear goals and available funding. He argued that delays are rarely caused by technical issues or lack of public support but instead stem from the unrealistic demands placed on local governments facing staffing shortages, rising expectations, and political risks. He emphasized the need to move from knowing what saves lives to doing the work of implementation.

He illustrated this dynamic with a project in Newark’s West Ward, where strong community support for sidewalks, street trees, and bike lanes has been constrained by limited local control over roadways. Addressing a common misconception, Mr. Brown noted that his research shows residents in predominantly Black and Brown communities want the same safety infrastructure as other neighborhoods, provided it does not lead to displacement.

Mr. Brown then highlighted three federal programs that help local governments advance projects. The Reconnecting Communities Institute (RCI) addresses harms caused by past infrastructure decisions by rebuilding trust and reducing political friction early in the process. The US Department of Transportation’s (DOT) Thriving Communities Program (TCP) provides hands-on technical assistance to help underserved communities translate ideas into fundable projects; he noted that East Orange participates and encouraged more New Jersey municipalities to apply. The US Department of Housing and Urban Development’s (HUD) Thriving Communities Technical Assistance (TCTA) program integrates transportation with housing and land-use planning and is available on a rolling basis, particularly for municipalities with populations under 250,000.

He shared examples demonstrating the flexibility of these tools. In Syracuse, New York, DOT–HUD coordination is enabling viaduct removal alongside public housing reconstruction. In Rexburg, Idaho, a low-income community used multimedia storytelling to document transportation barriers and secure funding. In East Orange, tactical urbanism and improved coordination with the New Jersey Department of Transportation (NJDOT) have produced measurable safety improvements, including bike lanes and pedestrian markings.

Mr. Brown concluded by urging the NJTPA subregions and municipalities in the region to be more proactive in pursuing federal assistance. He stressed that safety advances more quickly when treated as an operational priority rather than an ideological debate, noting that New Jersey’s challenge is not ambition, but reducing the friction that prevents life-saving projects from reaching completion.

The presentation, along with a question-and-answer session is on the NJTPA [website](#).

H. Committee Reports/Action Items

• Project Prioritization Committee

Hunterdon County Commissioner Susan Soloway gave the report on behalf of Committee Chair Charles Kenny. The Project and Prioritization Committee reviewed and recommended the approval of four action items for board vote today. The first action item is a Minor Amendment to the FY 2026-2029 Transportation Improvement Program (TIP) to add the Broad Street Bridge Over Dorotockeys Run Tributary project in Bergen County. This project replaces the existing Broad Street Bridge with a precast concrete culvert and will be funded with \$800,000 of Congressionally designated funds for preliminary engineering in FY 2026.

The second item is Approval of the Memorandum of Understanding on Procedures to Revise the TIP and Statewide Transportation Improvement Program. The MOU between the state’s three metropolitan planning organizations (MPOs), the NJDOT, and NJ TRANSIT, has not been updated since 2012. Revisions are needed to align with current federal guidelines and to account for inflation.

The third item is the approval of four Local Concept Development Projects in Hudson, Ocean, Bergen, Passaic, and Essex counties, and the final item is the Approval of the Fiscal Year 2026 Subregional Safety Improvement Program.

Action Item 1: Minor Amendment to the FY 2026-2029 Transportation Improvement Program (TIP) to add the Broad Street Bridge Over Dorotockeys Run Tributary Project in Bergen County (Attachment H.1) [Details here on page 13.](#)

Bergen County moved the item, Warren County seconded, and it passed unanimously.

Action Item 2: Approval of the Memorandum of Understanding on Procedures to Revise the TIP and STIP (Attachment H.2) [Details here on page 20.](#)

Essex County moved the item, Warren County seconded, and it passed unanimously. **Action Item 3: Approval of FY 2026 Local Concept Development Projects (Attachment H.3) [Details here on page 42.](#)**

Ocean County moved the item, Jersey City seconded, and it passed unanimously. **Action Item 4: Approval of FY 2026 Subregional Safety Improvement Program (Attachment H.4)** [Details here on page 47.](#)

Sussex County moved the item, Warren County seconded, and it passed unanimously. **Planning and Economic Development Committee**

Warren County Commissioner Jason J. Sarnoski, Committee Chair, said the Planning and Economic Development Committee meeting featured a presentation from David Torres and Robert Gilligan, from the Port Authority of New York and New Jersey, on the Midtown bus terminal project.

The Committee also reviewed and recommended approval of two action items that are before the Board for a vote today.

The first item is Approval of the MOU between the Delaware Valley Regional Planning Commission (DVRPC) and the NJTPA on MPO Boundaries and Coordination. MOUs like this one are required by federal law whenever urbanized areas cross MPO boundaries. This update reflects changes from the 2020 Census and clarifies transportation planning and programming responsibilities for shared urban areas, including Trenton; Lambertville; and the New York-Jersey City-Newark urban areas. Approval of this action authorizes the chair to execute the MOU, maintain clear rules and meet federal requirements.

The second item on the agenda is Adoption of NJTPA Specific Roadway Safety Performance Measure Targets for 2026. The FHWA requires state departments of transportation and MPOs to collect and report on performance data for safety targets related to fatalities and serious injuries. The NJDOT submitted their annual targets to the FHWA in August and the NJTPA has 180 days to support those targets or adopt its own.

Action Item 5: Approval of Memorandum of Understanding between DVRPC and the NJTPA on Metropolitan Planning Organization Boundaries and Coordination (Attachment H.5) [Details here on page 53.](#)

Hudson County moved the item, Warren County seconded, and it passed unanimously.

Action Item 6: Adoption of NJTPA Specific Roadway Performance Measure Targets for 2026 (Attachment H.6) [Details here on page 63.](#)

Morris County moved the item, Warren County seconded, and it passed unanimously.

- **Freight Initiatives Committee**

Morris County Commissioner Stephen Shaw, Committee Chair, said the meeting presentations centered on the strategic and economic benefits of automation, reducing operational costs, and improving logistical efficiency.

He said members of the New York City Department of Transportation's Freight Mobility Unit on E-Commerce Delivery Mitigation Initiatives presented the following topics:

Freight Mobility Unit, focusing on the delivery of goods while mitigating adverse impact by developing a *Comprehensive Freight Plan*. This plan coordinates with sister agencies to create a regulatory environment that fosters innovation.

Microhubs Pilot Program focusing on the transition of goods from trucks to sustainable last-mile modes, such as cargo bikes and hand carts.

Mode Shift Strategies for Cargo Bikes focusing on electric pedal-assist bikes with cargo compartments. There are 800 cargo bikes operating in the city and future developments include creation of "Cargo Bike Corrals" for dedicated loading and unloading.

The **Locker NYC Pilot Program** is a shared-use delivery locker system designed to reduce truck trips and package theft. Two pilot programs include: GoLocker, which consolidates packages at a central warehouse before delivery to lockers; and Quadient, which allows multiple carriers to drop off packages directly into lockers.

The **Curb Access Strategies and Neighborhood Loading Zones Project** provides dedicated curb space on narrow residential streets for deliveries, taxis, and personal vehicle loading. This program has expanded to 950 locations across all five boroughs, leading to a 70 percent reduction in double-parking when properly implemented.

The **TruckSmart Safety Awareness Campaign** educates truck operators and promotes safe driving behaviors to protect vulnerable roadway users, reduce fatal crashes, and align with the city’s Vision Zero initiative. Targeted ads on LinkedIn and other platforms are designed to engage the industry and add broad-reach advertising.

These initiatives are just a few examples of creative approaches to addressing the challenges created by the explosive growth in e-commerce. That growth is particularly strong in northern and central New Jersey, and meeting these challenges is an important regional goal.

In reports from committee members, the City of Newark shared that they received an additional \$4 million from the State’s Local Freight Impact Fund, bringing their total funding amount for roadway preservation work along the Raymond Boulevard corridor to \$18 million. This additional funding will help the city implement its plan for the Morris Canal Bikeway

I. Public Participation

During public comment, Vito Havrila addressed the NJTPA Board on behalf of Restore Our Transit Essex (ROUTE), a grassroots advocacy group, calling for urgent public transit improvements in Essex County. He highlighted two priorities: restoring seven-day bus service on former DeCamp routes and implementing hourly weekend rail service on the Montclair–Boonton Line.

Mr. Havrila said that since DeCamp ceased operations three years ago, many residents have been left in “transit deserts,” particularly on weekends and during off-peak hours. While the group supports both bus and rail solutions, he noted that rail service is the current focus due to the upcoming state budget cycle. He formally requested NJTPA support in working with the Governor and Legislature to fund hourly weekend service between Montclair State University/Little Falls and Hoboken Terminal.

He cited evidence of demand, noting that weekend ridership has returned to pre-pandemic levels, with Morris & Essex and Montclair Line trains frequently at capacity. Recently crowding has led to standing-room-only conditions and, at times, passengers being unable to board at Newark Broad Street. He concluded that while the service expansion would require additional crews and train sets, it is a critical investment for students, transit-dependent residents, and weekend commuters.

J. Report of the Nominating Committee and Election of the Executive Committee of the NJTPA Board of Trustees for 2026-2027

Vice Chair Kenny asked Mr. Behrend to read the nominating committee report.

Mr. Behrend said Chairman Kelly convened a nominating committee consisting of himself and Union County Commissioner Bette Jane Kowalski and Monmouth County Commissioner Tom Arnone. The committee met December 18 to review nominations for the NJTPA officers for the next two years and agreed unanimously to recommend the following slate of officers for the 2026-2027 term:

- Chair — Middlesex County Commissioner Charles Kenny
- First Vice Chair — Warren County Commissioner Jason Sarnoski
- Second Vice Chair — Union County Commissioner Michèle Delisfort
- Secretary — Passaic County Commissioner John Bartlett

Mr. Behrend said that in accordance with the bylaws, after the election, the new Chair will appoint the Third Vice Chair.

Morris County moved the item, Jersey City seconded, and the motion passed unanimously.

Chairman Kenny appointed Morris County Commissioner Stephen Shaw to serve as Third Vice Chair. He shared brief remarks, thanking the Board for entrusting him to lead over the next two years and said he would speak in more detail about his priorities at the next meeting.

K. Time and Place of Next Meeting

The next Board meeting is Monday, March 9, 2026, at 10:30 a.m. at NJTPA, One Newark Center, (1085 Raymond Blvd.), Newark, NJ 07102.

L. Adjournment

Morris County made a motion to adjourn at 11:53 a.m.; Warren County seconded, and it carried unanimously.

NORTH JERSEY TRANSPORTATION PLANNING AUTHORITY, INC.
Meeting of the Board of Trustees
Attendance Record: January 12, 2026

Subregion/Agency	Voting Board Members/Alternates	Staff & Others
Bergen County	Hon. James J. Tedesco III	Joseph Baladi
Essex County	David Antonio	
Hudson County	Mark Kataryniak	Tanner Thul
Hunterdon County	Hon. Susan Soloway	Katherine Fullerton Alan Hunt Brandon Lamb
City of Jersey City	Michael Manzella	
Middlesex County	Hon. Charles Kenny	John Carroll Hon. Claribel Cortes Mehgna Hari Sean Northgrave Hon. Ron Rios
Monmouth County	Michael Nie	
Morris County	Hon. Stephen Shaw	John Hayes
City of Newark		Trevor Howard
Ocean County	Mark Jehnke	
Passaic County	Hon. John Bartlett	Andras Holzmann
Somerset County	Hon. Sara Sooy	
Sussex County	Hon. Jack DeGroot	Tom Drabic
Union County	Hon. Michele Delisfort	
Warren County	Hon. Jason J. Sarnoski	Ryan Conklin
Office of the Governor	Dorian Smith	
NJDOT	Amy Polachak	
NJ TRANSIT	Jeremy Colangelo-Bryan	Mike Dannemiller
PANYNJ		Seth Wainer
Other Attendees		
Ted Del Guercio, III	McManimon, Scotland & Baumann, LLC	
Various members of Central Staff	NJTPA	
Charles T. Brown	Horizon 54	
Andrew Lappitt	Michael Baker International	
Sutapa Bandyopadhyay	FHWA	
Vito Havrilla	ROUTE	
Nathan Perrine and Sharon Tepper	VHB	
Miguel Santiago and Emma Thebault	STV Inc	
Michael Troncone	Tylin	
Bob Werkmeister	GPI	

Approved January 12, 2026

DRAFT RESOLUTION: MINOR AMENDMENT TO THE FY 2026-2029 TRANSPORTATION IMPROVEMENT PROGRAM TO ADD THE BROAD STREET, BRIDGE OVER DOROTOCKEYS RUN TRIBUTARY PROJECT IN BERGEN COUNTY

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 formally adopted the FY 2026-2029 Transportation Improvement Program (TIP) on September 8, 2025; 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 project or program with federal funds is added to the TIP and a new air quality conformity determination is not required, this constitutes a minor amendment; and

WHEREAS, the Borough of Norwood has requested a minor amendment to the FY 2026 – 2029 TIP to add the Broad Street, Bridge over Dorotockeys Run Tributary Project in Bergen County (DBNUM N2405) with \$0.800 million in federal funds for Preliminary Engineering; and

WHEREAS, fiscal constraint is maintained through funds available from the FY 2023 FHWA Community Project Funding/Congressionally Directed Spending Grant Program in the amount of \$0.800 million; and

WHEREAS, this minor amendment does not require 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 2026-2029 TIP conforms to federal performance-based planning requirements; and

WHEREAS, consistent with NJTPA public participation procedures, the NJTPA has provided opportunities for review of this action; 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 amendment to the FY 2026-2029 Transportation Improvement Program.

BE IT FURTHER RESOLVED that a copy of this resolution is forwarded to the Borough of Norwood for submission to the Federal Highway Administration.

Approved January 12, 2026

DRAFT RESOLUTION: APPROVAL OF THE MEMORANDUM OF UNDERSTANDING ON PROCEDURES TO REVISE THE TRANSPORTATION IMPROVEMENT PROGRAM AND THE STATE TRANSPORTATION IMPROVEMENT 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 formally adopted the FY 2026-2029 Transportation Improvement Program (TIP) on September 8, 2025; and

WHEREAS, the TIP may be revised at any time, under procedures agreed to by the cooperating parties consistent with the procedures established by the federal Metropolitan Transportation Planning and Programming requirements (23 CFR 450), for its development and approval; 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 three MPOs in New Jersey, NJDOT and NJ TRANSIT have worked cooperatively in developing revised TIP/STIP amendment and modification procedures; and

WHEREAS, the proposed MOU reflects a single, unified document with statewide procedures that serves all three MPOs, NJDOT and NJ TRANSIT; and

WHEREAS, amendments involve a major change to a project or program in the TIP/STIP and are categorized into two classes: major amendments affecting air quality conformity and minor amendments that do not do not require a new regional conformity determination; and

WHEREAS, the changes not considered amendments shall be considered modifications categorized into three classes: informational, administrative, and committee; and

WHEREAS, the procedures have been updated to align with current federal guidelines and monetary thresholds have been updated to account for project cost increases that trigger the majority of the TIP revisions and now also consider the overall estimated costs of the construction project; and

WHEREAS, the MOU includes references to the public participation procedures for amendments, modifications and conformity determinations to provide the appropriate level of public involvement;

WHEREAS, consistent with NJTPA public participation procedures, the NJTPA has provided opportunities for review of this action; 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 approves the attached MOU among the NJTPA, the Delaware Valley Regional Planning Commission, the South Jersey Transportation Planning Organization, NJ TRANSIT and NJDOT on statewide procedures to revise the TIP/STIP and authorizes the Chairman to affix his signature to same;

BE IT FURTHER RESOLVED, that a copy of this resolution and the revised MOU be forwarded to the NJDOT for execution and submission to the Federal Highway Administration and Federal Transit Administration.

Approved January 12, 2026

DRAFT RESOLUTION: APPROVAL OF THE FY 2026 NJTPA LOCAL CONCEPT DEVELOPMENT PHASE STUDIES OF THE LOCAL CAPITAL PROJECT DELIVERY PROGRAM

WHEREAS, the North Jersey Transportation Planning Authority (NJTPA), Inc. is the Metropolitan Planning Organization (MPO) responsible for updating the Transportation Improvement Program (TIP) for the northern part of New Jersey as required by 23 CFR 450; and

WHEREAS, Local Capital Project Delivery (LCPD) Program is a competitive program which provides funding to NJTPA subregions—the 15 city and county members of the NJTPA—to prepare proposed transportation projects for eventual construction with federal and/or state funding; and

WHEREAS, this preparation involves completing the multi-step Capital Project Delivery Process developed by the New Jersey Department of Transportation (NJDOT); and

WHEREAS, this process is designed to streamline project development and provide a common and consistent framework for federally funded projects at the local, regional and State level; and

WHEREAS, the LCPD Program will provide subregions the opportunity to prepare proposed local transportation projects for eventual construction with federal funding; and

WHEREAS, all 15 subregions received a solicitation notification in April 2021 inviting them to submit applications for the FY 2026 program; and

WHEREAS, the NJTPA received eight Local Concept Development (LCD) applications from member subregions; and

WHEREAS, sponsors will identify and compare reasonable alternatives and strategies that address the purpose and need statement and select a preliminary preferred alternative; and

WHEREAS, once a concept development report is completed, the Interagency Review Committee will determine whether the project can be advanced to the Preliminary Engineering phase and full funding in the TIP; and

WHEREAS, the NJTPA and the selected subregion will jointly manage the consultant contract; and

WHEREAS, a Technical Review Committee comprised of Central Staff, NJDOT Bureau of Environmental Program Resources and the NJDOT Local Aid Offices reviewed all applications and recommended the attached list of projects based on the established criteria and field visits; 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 LCD studies to be funded for FY 2026.

BE IT FURTHER RESOLVED that copies of this resolution be forwarded to the New Jersey Department of Transportation, Federal Highway Administration and to the subregions of the selected applicants.

Approved January 12, 2026

DRAFT RESOLUTION: APPROVAL OF PROJECTS FOR THE 2026 SUBREGIONAL SAFETY IMPROVEMENT 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 Local Safety and High-Risk Rural Roads programs (LSP/HRRRP) were created to provide an opportunity for the subregions to use federal Highway Safety Improvement Program (HSIP) funding for safety improvements on eligible county and local roads identified on high-crash network screening lists developed by the New Jersey Department of Transportation (NJDOT); and

WHEREAS, NJTPA sent out solicitation notifications on March 1, 2024 inviting the subregions to submit applications for the FY 2025 LSP/HRRRP; and

WHEREAS, a total of 14 applications were received at the close of the solicitation on October 15, 2024; and

WHEREAS, following review by a Technical Review Committee (TRC) comprised of NJTPA Central Staff and NJDOT staff, Central Staff has recommended advancing 12 projects; and

WHEREAS, there were 66 fatal & suspected serious injury crashes and 195 pedestrian crashes within the limits of these projects during the period crash data was analyzed for the applications; and

WHEREAS, substantial safety improvements will be made to eight corridors and 210 intersections in addition to the construction of two modern roundabouts along a HRRR corridor; and

WHEREAS, following two TRC meetings, FHWA's New Jersey Division suspended the program to reassess processes related to the LSP/HRRR programs and use of HSIP; and

WHEREAS, given the uncertainty of revised HSIP funding eligibility, the reassessment timeframe and the goal of achieving zero deaths in New Jersey and improving safety for vulnerable road users; and

WHEREAS, Central Staff is recommending funding 12 projects with Subregional Transportation Planning Block Grant (STPBG) funding under a new FY 2026 Subregional Safety Improvement Program (SSIP); and

WHEREAS, nine of the projects need design assistance and will be included in the FY 2027 Subregional Engineering Assistance Program (SEAP); 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 FY 2026 Subregional Safety Improvement 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.

Approved January 12, 2026

DRAFT RESOLUTION: APPROVAL OF MEMORANDUM OF UNDERSTANDING BETWEEN DVRPC AND NJTPA ON METROPOLITAN PLANNING ORGANIZATION BOUNDARIES AND COORDINATION

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

WHEREAS, the Delaware Valley Regional Planning Commission (DVRPC) has been designated the MPO for the Greater Philadelphia region; and

WHEREAS, the federal transportation regulation pertaining to Metropolitan Planning Area (MPA) boundaries (23 CFR 450.312(h)) stipulates, where part of an urbanized area served by one MPO extends into an adjacent MPA, the MPOs shall, at a minimum, establish written agreements that clearly identify areas of coordination and the division of transportation planning responsibilities among and between the MPOs; and

WHEREAS, the NJTPA MPA consists of Bergen, Essex, Hudson, Hunterdon, Middlesex, Monmouth, Morris, Ocean, Passaic, Somerset, Sussex, Union and Warren counties in New Jersey; and

WHEREAS, the DVRPC MPA consists of Burlington, Camden, Gloucester, and Mercer counties in New Jersey; together with Bucks, Chester, Delaware, Montgomery, and Philadelphia counties in Pennsylvania; and

WHEREAS, the shared DVRPC and NJTPA MPO boundary is now and has been coincident with the common boundaries between Bucks, Mercer and Burlington Counties, representing the DVRPC region; and Hunterdon, Somerset, Middlesex, Monmouth, and Ocean Counties representing the NJTPA region (and is proposed to remain so); and

WHEREAS, as a result of the 2020 U.S. Census, the urbanized area for Trenton, NJ extends into Monmouth County, NJ; the urbanized area for New York–Jersey City–Newark, NY–NJ extends into Mercer County; and the urbanized area for Lambertville, NJ–PA extends into Hunterdon County, NJ and Bucks County, PA; and

WHEREAS, Transportation Management Areas have been designated for urban areas with populations exceeding 200,000 within the DVRPC and NJTPA MPAs and are subject to additional planning and reporting requirements and are provided suballocated Surface Transportation Block Grant Program and Carbon Reduction Program funding; and

WHEREAS, to help ensure continuity of federal funds and help support project delivery, the DVRPC and the NJTPA agree to abide by the current federal and state methodologies and processes used to allocate federal funds to urban areas and MPOs, based on metropolitan planning area boundaries, yet mutually agree to meet as needed to discuss funding for potential projects in overlapping areas and to negotiate Transportation

Improvement Program programming decisions of urban area funds attributable to these areas, pursuant to federal law and regulations, as amended and

WHEREAS, entering into this Memorandum of Understanding serves the best mutual interests of the DVRPC and the NJTPA, fosters an effective planning and programming process that promotes efficient overall transportation investment strategies, and satisfies the federal requirements pertaining to written agreements between the MPOs under such circumstances as described herein; 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; and

NOW, THEREFORE, BE IT RESOLVED that the North Jersey Transportation Planning Authority hereby approves this Memorandum of Understanding between the Delaware Valley Regional Planning Commission and the North Jersey Transportation Planning Authority regarding Metropolitan Planning Organization boundaries and coordination of transportation planning and programming and hereby authorizes the Board Chair to execute this Memorandum of Understanding on its behalf.

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

Approved January 12, 2026

DRAFT RESOLUTION: ADOPTION OF NJTPA-SPECIFIC ROADWAY SAFETY PERFORMANCE MEASURE TARGETS FOR 2026

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

WHEREAS, Title 23, Section 134 of the United States Code requires that each MPO undertake a transportation planning process that establishes and uses a performance-based approach to transportation decision-making to support national goals; that each MPO shall establish performance targets that address the performance measures, tracking progress toward attainment of critical outcomes for the region; and that each MPO shall integrate those targets into its planning documents and processes; and

WHEREAS, the Federal Highway Administration (FHWA) published the final Highway Safety Improvement Program (HSIP) and Safety Performance Measures rules (23 CFR Parts 924 and 490, respectively, published on March 15, 2016), requiring states and MPOs to annually develop and adopt targets assessing the number of motor vehicle crash-related serious injuries and fatalities; serious injuries and fatalities per vehicle miles traveled (VMT); and the number of serious injuries and fatalities of non-motorized users; and

WHEREAS, on May 27, 2016, FHWA issued a final rule on metropolitan planning (23 CFR 450 and 771 and 49 CFR 613), under which MPOs must adopt safety targets within 180 days of state target adoption;

and

WHEREAS, the final rule also requires that MPOs coordinate with state departments of transportation to set performance targets for the specified measures and integrate those targets into their planning documents and processes; and

WHEREAS, the NJTPA coordinated with the New Jersey Department of Transportation (NJDOT), the New Jersey Division of Highway Traffic Safety, and the other MPOs in New Jersey on analyzing trends and developing appropriate safety targets; and

WHEREAS, the final rule on metropolitan planning states that MPOs have the option to agree to program investments in support of NJDOT's targets, or set their own quantifiable targets; and

WHEREAS, the NJDOT notified the NJTPA of statewide roadway safety targets on July 31, 2025; and

WHEREAS, the NJTPA has developed quantifiable targets for the NJTPA region that serve as suitable benchmarks along a trajectory to achieving an elimination of traffic deaths and serious injuries by 2050; and

WHEREAS, these targets align with the planning goals and desired outcomes for the projects and programs of *Connecting Communities: The NJTPA Long Range Transportation Plan* and Transportation Improvement Program; 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 adopts the attached targets for the roadway safety performance measures listed in National Performance Management Measures: Highway Safety Improvement Program (HSIP); Final Rule (23 CFR 490); 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.