



## Regional Transportation Advisory Committee (RTAC)

Andras Holzmann, Chair  
Ryan Conklin, Vice Chair

### Meeting Minutes February 9, 2026

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#### I. Roll call

RTAC Chair Andras Holzmann called the meeting to order at 10:30 a.m. Denise Truvillion, Central Staff, called the roll and 20 voting members were present.

#### II. Approval of Minutes

City of Newark moved the minutes of the December 8, 2025, meeting, Sussex County seconded, and the motion carried. There were no abstentions.

#### III. Presentation: Transportation Impacts of Jersey City's Growth on the City and Hudson County- Elias Guseman, Jersey City, and Kevin Force, Hudson County

Elias Guseman, Senior Transportation Planner for Jersey City, said that the city is not just growing; it's booming. Since 2011, there has been a population increase of 22 percent with another 25 percent increase expected over the next quarter-century.

Mr. Guseman said the downtown area has been a focus for the last decade; however, the future is moving toward the West Side, Journal Square, and Bergen-Lafayette. Jersey City is currently working on the "Let's Move JC" study to create specific blueprints for the West Side and Journal Square, with a goal of making sure the neighborhoods can support both long-time residents and newcomers moving in. Transportation data shows that half of all trips are by car, a twelve percent increase since 2019 and public transportation accounts for 1 in 5 trips. There was a huge dip during the pandemic, but ridership is steadily climbing back up. The area is also experiencing a "Biking Boom", and the number of trips has tripled since 2019. This shows that when we build bike lanes, people will use them.

Mr. Guseman said Jersey City adopted Vision Zero in 2019 to end traffic deaths, and although progress has been made since the peak in 2021, they still have work to do. Their investment in bikes and scooters is paying off with a 270 percent surge in biking on streets with protected lanes. The Citi Bike program has grown by 50 percent this year and includes access to the southern parts of the city. Ridership has gone up 122 percent since 2016. The city is planning for 2050 and anticipates more traffic coming from the north, more movement in and out of the downtown area, and more pressure on the Holland Tunnel.

Kevin Force, Supervising Planner, Hudson County, said the county is working hard to make sure the major arteries connect all neighbors and is moving forward with improvements on Patterson Plank Road (connecting Jersey City to Hoboken) and JFK Boulevard, our primary north-south spine. They are planning a new bike lane on Duncan Avenue to plug directly into Jersey City's

existing bike network and have launched a Ferry Study (funded by NJTPA) to see how water transit can better link our coastal towns. Future plans include a Bus Rapid Transit (BRT) study for JFK Boulevard to find ways to move buses through Jersey City traffic at a faster rate.

Mr. Force said a recent West Hudson Circulation Study (covering Harrison, Kearny, and East Newark) indicated that people need better ways to get to Jersey City for government services, and we are currently working on recommendations to make those inter-city trips smoother. The County Executive has been a vocal advocate for our transit riders by supporting NJ TRANSIT's acquisition of the former Coach USA local routes to prevent service gaps and advocating for PATH service increases and the Hudson-Bergen Light Rail extension to the new Bayfront neighborhood.

He said the county developed the Hackensack River Greenway Plan, which envisions an off-road waterfront trail connecting municipalities. There has been massive growth in Bayonne and Harrison, so we are applying these transit-oriented development (TOD) strategies there as well.

Mr. Force said Hudson County officially adopted Vision Zero in March 2025 after receiving a "Safe Streets for All" grant. Their action plan includes over ninety specific actions, and they have already completed twenty of those items in 2025, with twenty-seven targeted for 2026. The meeting presentation is available [here](#).

#### IV. Information Items

##### **Project Prioritization Scoring Process Update – Michael Grant, Vice President, ICF**

Michael Grant, Vice President at ICF, gave an update on the Project Prioritization Scoring Process. He confirmed that the project has entered its final stages after beginning in mid-2024. The process has moved from researching best practices to developing specific scoring methodologies and includes input from RTAC and various subject matter experts. The updated scoring framework process is designed to be more transparent and web based. It categorizes projects into three distinct buckets; each scored on a 1,000-point scale:

- Local Highway and Bridge: Funded through the Local Capital Project Delivery Program.
- State Highway and Bridge: Advisory scores provided to the NJDOT.
- Transit Projects: A newly reinstated category to provide advisory scores for NJ TRANSIT projects.

Mr. Grant said the scoring criteria are grouped into seven goal areas that align with the Connecting Communities Long Range Transportation Plan, adopted in September 2025.

Key takeaways included:

- Safety and System Condition: These remain the top priorities, accounting for 50% of the total score.
- Flexibility: While weights are generally consistent, the team moved "Public Safety and Security" under the Resilience and Environment goal following feedback.
- Methodology: The process uses 22 unique criteria. While most apply across all categories, specific factors (like transit asset condition vs. pavement condition) are tailored to the project type.

The seven goal areas include:

- **Safety:** Focuses on crash data, vulnerable road users (bikes/peds), and safe systems features.
- **State of Good Repair:** Primarily addresses infrastructure in poor condition and preventative maintenance.
- **Land Use & Vibrant Communities:** Supports placemaking, transit-oriented development, and active transportation.
- **Resilience & Environment:** Covers flooding risk, stormwater, land stewardship, and emissions.
- **System Efficiency:** Focuses on travel time reliability.
- **Economic Competitiveness:** Prioritizes goods movement, access to economic drivers, and brownfield redevelopment.
- **Opportunities for All:** Focuses on removing physical barriers and providing benefits to low-income, youth, and elderly populations.

In conclusion, Mr. Grant said the project is on track for a spring rollout. A presentation to the NJTPA joint committees of the board is scheduled next week, and board approval is scheduled for the March 2026 meeting. The final phase includes completion of the "Criteria Rulebook," finalizing the web application, and providing technical training for users.

### **Complete Streets Technical Assistance Program Update – Peter Bilton, Central Staff**

Peter Bilton, Central Staff said the Complete Streets Technical Assistance Program is a collaborative effort between the NJTPA, the Voorhees Transportation Center at Rutgers, and Sustainable Jersey at TCNJ. Following a competitive solicitation process last fall, four municipalities have been selected to begin projects this spring. Mr. Bilton thanked RTAC members who provided letters of support or referred municipalities to the program. The program will provide targeted technical expertise to the following towns:

- **Fort Lee:** The focus will be on improving walkability along Main Street, which serves as a vital county thoroughfare. The project will also look for ways to align street improvements with the town's Combined Sewer Overflow (CSO) long-term control plan.
- **Leonia:** The team will explore strategies to manage and reduce cut-through traffic on residential streets. This is a significant issue driven by drivers diverted from the George Washington Bridge—often via navigation apps like Waze—which leads to local congestion and unsafe driving behavior in quiet neighborhoods.
- **Pompton Lakes:** This project centers on Main Street (Wanaque Avenue). With a recent surge in residential development, the town needs to find the best ways for its downtown corridor to accommodate new residents and increased foot traffic.
- **Ship Bottom:** As the "gateway" to Long Beach Island off the Route 72 bridge, this narrow barrier island community is looking to establish safe, year-round bike routes for residents and visitors alike.

### **Financial Plan Update: Route 206, Doctors Way to Valley Road and Valley Road to Brown Avenue- Vanessa Koenigkramer, Central Staff**

Vanessa Koenigkramer said according to Title 23, Section 106 of the U.S. Code, recipients of federal funds for projects with a total cost over \$100M are required to prepare a financial plan prior to the first construction authorization and annual updates until its completion.

The initial financial plan for this project was prepared by the NJDOT in 2017 and has been updated annually. NJDOT provided a draft copy for Central Staff's review for consistency with the Transportation Improvement Program (TIP). This project proposes a new roadway alignment bypass from Route 206 over Pike Run, south of Mountain View Road, to Doctors Way in Hillsboro Township and widening of existing 206 between Doctors Way and the Somerville Circle in Hillsboro Township, Somerville Borough, Raritan Borough, and Bridgewater Township.

She said the purpose of this project is to improve safety, capacity, and level of service throughout the 206 corridors. The remaining construction costs are divided into two contracts. Valley Road to Brown Avenue is currently in final design, with construction anticipated to start in October of 2027, and be completed by fall 2030. Doctor's Way to Valley Road is currently under construction and is expected to be completed in Spring 2027. The project has expended \$383M of the current estimate. The most recent update reflects a current project cost of \$559M, an overall increase of \$12M from the previous plan update. Funding changes for Doctors Way to Valley Road include increases for change orders related to flooding repairs, as well as detention basin and noise barrier work. Valley Road to Brown Avenue funding was needed for the design phase to be reestablished under the current TIP. The 2026 TIP was programmed adequately to cover all changes and does not need to be revised, and the update does not affect the project's air quality conformity.

### **Regional EV Registration – Zenon Tech-Czarny, Central Staff**

Zenon Tech-Czarny gave an update on the latest Electric Vehicle (EV) registration data from the Department of Environmental Protection, covering the period through December 2025. New Jersey New Jersey has made significant strides, reaching over 272,000 EVs on the road The state fell short of its 2022 legislative goal of 330,000 by the end of 2025. The long-term trend remains positive as EV market share has grown from 0.61 percent in 2020 to 3.8 percent statewide and over 4 percent within the NJTPA region.

Mr. Tech-Czarny 16, 762 new EVs were registered between June and December 2025. This represents the slowest growth rate since tracking began, with 13,000 fewer registrations than in the same period last year. The recent slowdown in growth was attributed to shifting factors in the New Jersey landscape, such as the introduction of the new EV user fee, and expiration of federal tax credits in September 2025. Also noted is a decline in Tesla's market dominance. Tesla still accounts for 61 percent of all battery EVs on the road Their share of *new* registrations has dropped from 55 percent in 2021 to just 36 percent today. Brands like Jeep, Ford, and Honda are seeing healthy growth as more diverse models enter the market.

Mr. Tech-Czarny's presentation concluded with an overview of the resources NJTPA offers to support regional EV transitions:

- Transportation Management Associations (TMAs): Available for education and charging preparedness.

- Sub-regional Studies: Highlighted the Somerset EV Study, which includes fleet transition plans and corridor identification. The final public meeting for this study is expected in April.
- Infrastructure Funding: The NJTPA Sub-regional EV Charging Infrastructure Program is currently open to those looking to fund installation projects. The meeting presentation is available [here](#).

## **NJ TransAction Conference Update – Ted Ritter, Central Staff**

Ted Ritter said the TransAction conference is celebrating a milestone 50th anniversary. Please mark your calendars from April 14<sup>th</sup> to the 17<sup>th</sup> for the conference being held at Harrah’s in Atlantic City. This is a massive venue, and Mr. Ritter will be serving on the conference committee with long-time colleagues Ken Wedeen from Somerset County, and Tom Drabic from Sussex County. The group met last Friday to coordinate panel sessions. This year, they will offer 110 sessions during the three-day conference.

Mr. Ritter said many of the sessions are eligible for CM credits for professional planners and engineers, adding tremendous value for those attending. The NJTPA is personally sponsoring five credential eligible sessions. Another highlight will be a panel discussion of the state’s three MPO executive directors to discuss collaboration and common opportunities. NJTPA staff will also lead several sessions, including topics such as public outreach, municipal programs, traffic roundabouts as safety measures, and a discussion on strategic investments for traffic signals.

He added that NJTPA staff are coordinating with board trustees to moderate these sessions and urged committee members to stay tuned as specific days and times are confirmed. TransAction attendance is expected to be record-breaking for attendance this year. The 2025 conference was attended by over 1,200 people, and close to 1,500 are expected for the 50th anniversary. NJTPA will showcase a new booth in the Expo Hall this year and urged attendees to stop by. There will be bookmarks featuring NJTPA’s new mascot, Sammy the Squirrel, along with our newly updated acronym guides. Please visit [njtransaction.com](http://njtransaction.com) for more details or feel free to reach out to Mr. Ritter directly with questions.

### **V. Written Information Items**

The Chair read the titles of the two written information items and the relevant Central Staff members. There were no questions about these items.

1. NJTPA Support for Local Safety Action Plan Advancement – Jois Goldman
2. Updates to NJTPA Regional Performance Measures Dashboard – Keith Miller

### **VI. Review of Standing Committees Action Items**

#### **Project Prioritization Committee**

#### **Updated Transportation Improvement Program Project Prioritization Criteria – John Witsch, Central Staff**

John Witsch said this action is for the approval of the recently updated Transportation Improvement Program (TIP) Project Prioritization Criteria, which Michael Grant of ICF just presented. NJTPA Central Staff coordinated with partner agencies and RTAC to align criteria with federal requirements from the most recent transportation bill and priorities of the NJTPA Board. The new criteria include detailed questions and new data sources to enhance and better evaluate projects. Consultants and team members will deliver a *Criteria Rule Book* documenting definitions, weights, and guidelines for incorporation into an application that will streamline the project scoring process. NJTPA will begin utilizing the updated system for new project evaluation on the FY 2028 TIP.

A summary of the action item is included in the agenda package for the Joint Committee meeting on page 15 [here](#).

### **Minor Amendments to the FY 2026-2029 Transportation Improvement Program to Add Federal Funds to One Program and Two Projects – John Witsch, Central Staff**

John Witsch said the request for the Planning Federal-Aid Program is to add \$19.3M in State Planning & Research funds for Planning Studies in FY 2026 to authorize the SPR/Management Systems and FHWA Work Programs.

The Route 1, Northbound Bridge over Raritan River project request is to add \$27M of Bridge Formula Program funds for Construction in FY 2026 to cover a cost estimate increase due to inflation and support for inspection services and on-site engineers during repairs.

The Route 23, Route 80 and Route 46 Interchange project request is to add \$47.4M of Surface Transportation Block Grant funds for Construction in FY 2026 to cover costs indicated in the financial plan. This includes replacement of parapets and decking on the Route 80 eastbound bridge over the Passaic River, upgrades to the barriers along Ramp CD, and unit price adjustments.

A summary of the action item is included in the agenda package for the Joint Committee meeting on page 55 [here](#).

### **Minor Amendment to the FY 2026-2029 Transportation Improvement Program to Transfer NJTPA Carbon Reduction Program Funds to Small/ Special Services Program for Local Mobility Initiatives Projects – Blythe Eaman, Central Staff**

Blythe Eaman said this action item informs the committee that NJTPA has selected two projects to advance from our local Mobilities Initiative Program. The NJTPA will use Carbon Reduction Funds for these projects, which consist of the Jersey City Protected Bike Parking Expansion and the Jersey City Bike Share expansion.

A summary of the action item is included in the agenda package for the Joint Committee meeting on page 82 [here](#).

## **Modifications to the FY 2026-2029 Transportation Improvement Program to Add Federal Funds to One Program and Three Projects – John Witsch, Central Staff**

John Witsch said the Statewide Traffic Operations and Support Program request is to add \$14.3M National Highway Performance Program funds for engineering and construction in FY 2026 to support mobility operations, safety service patrol, and incident management response.

The Cutters Dock Road, Bridge Over North Jersey Coast Line project request is to add \$6.5M Bridge Formula Program funds for Right-of-Way acquisition and relocation in FY 2026.

The Route 18, Bridge over Conrail project request is to add \$8.6M of Bridge Formula Program funds for construction in FY 2026 to cover construction increases due to new structural design, rising unit prices, utility relocation needs, and construction engineering and inspection costs.

Route 23, High Crest Drive to Macopin River project request is to add \$13.2M of National Highway Performance Program funds for construction in FY 2026 to cover inflation, high friction surface costs over the entire project limits, and wall design revisions.

A summary of the action item is included in the agenda package for the Joint Committee meeting on page 89 [here](#).

## **Modifications to the FY 2026-2029 Transportation Improvement Program to Transfer Federal Funds from the Metropolitan Planning Program to the Transit Enhancements Program – John Witsch, Central Staff**

John Witsch said this request is to reallocate \$1M Urbanized Surface Transportation Grant funds for Planning Studies in FY 2026 from the Metropolitan Planning Program to the Transit Enhancements Program. This reallocation will support survey work on the NJ TRANSIT Raritan Valley Line, Northeast Corridor, and North Jersey Coast Line.

A summary of the action item is included in the agenda package for the Joint Committee meeting on page 96 [here](#).

## **Planning and Economic Development Committee**

### **FY 2027 Unified Planning Work Program – Angellita Young, Central Staff**

Angellita Young said each year the NJTPA develops the Unified Planning Work Program (UPWP) and budget. This document details all Central Staff tasks, and projects managed by our consultants and subrecipients.

The UPWP also highlights the vital work our subregional and TMA partners do to help us meet our long-range goals and stay aligned with federal planning priorities. NJTPA Central Staff is proud to recommend that the Planning and Economic Development Committee present the FY2027 UPWP to the Board of Trustees for adoption at our next meeting.

Ms. Young said the draft was distributed for review in December 2025, and feedback was received from NJDOT and our federal sponsors. A full list of comments and responses is

included in today's handout. The handout also contains an updated draft of the budget summary with charts for expenditures and revenues, a list of new consultants, subrecipient projects, and the pass-through programs for the coming year.

Ms. Young said minor adjustments to the proposed budget focused on fine-tuning operations and staff time allocation are also included, and formatting edits have been made to the first three chapters. The general feedback was focused on gaining clarity regarding Central Staff activities and specific budgets for our subregional and TMA partners. Revised drafts to select chapters have been posted to the NJTPA website for review. Please note that chapter 4, which covers regional transportation planning initiatives, is still being finalized and will be posted as soon as it is ready. This chapter covers studies completed by other agencies and is included for your information.

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

#### VII. Other Items for Discussion

The Chair reminded committee members to complete the survey for an in-person meeting distributed on February 6. The survey has two options for an in-person meeting on either April 13 or June 8. The due date to respond to the survey is February 23<sup>rd</sup>.

The Chair asked anyone who had topics to address during the teleconference to please contact Mr. Holzmann and Mr. Conklin.

There were no other items for discussion.

#### VIII. Next Meeting: April 13, 2026

#### IX. Adjournment

Somerset County made a motion to adjourn at 11:35 a.m.; Union County seconded, and the motion was carried unanimously.

## V. Written Information Items

### **NJTPA Support for Local Safety Action Plan Advancement – Lois Goldman, Central Staff**

The NJTPA issued a Request for Proposals on December 10, 2025, for the Safe Streets and Roads for All (SS4A) Advancement Program. This FY 2026-2027 consultant-supported effort will provide technical assistance to advance priorities identified in Local Safety Action Plans (LSAPs) or Vision Zero Action Plans, working primarily with three to five municipalities and with at least four county Local Implementation Committees (LICs). The consultant team will work with municipalities to create local safety plans that build on the county plans; to conduct demonstration projects; or to conduct further analysis, such as speed studies, to support safety improvements. Support for LICs will include strategic planning, including membership expansion and retention, and priority setting. The effort is anticipated to kick off early in the spring and complete in June 2027.

### **Updates to NJTPA Regional Performance Measures Dashboard – Keith Miller, Central Staff**

Central Staff continue to make updates to the Regional Performance Measures dashboard, scorecard, and fact sheets. For more information, and to get to the updated data, visit <https://njtpa.org/regional-performance-measures/>.

Most recently, updates have been made to the following performance measures:

<b>Topic Area</b>	<b>Measure</b>	<b>Update</b>
<b>Access/Mobility</b>	Percent of rail transit stations that are ADA-accessible	2024 data have been added, and data have been enhanced to allow reporting for just stations within the NJTPA Region.
<b>Access/Mobility</b>	Income spent on transportation	Data from the 2023-2024 Consumer Expenditure Survey for the New York MSA have been added.
<b>Community</b>	% jobs within ½ mile of regional transit	Data from the 2023 Longitudinal Employer Household Dynamics dataset have been added.
<b>Economy/Land Use</b>	Employment in major cities	Data from the 2023 Longitudinal Employer Household Dynamics dataset have been added.

As additional data becomes available, staff will be updating other measures as well. Performance measures that are anticipated to be updated shortly include:

- Access/Mobility
  - total transit ridership
  - percent of commute trips below 45 minutes
- Safety
  - all five of the safety measures

- Competitiveness
  - cargo movement at the Port of NY & NJ
- Environment
  - bad air quality days
- Community
  - percent of households within ½ mile of regional transit
- Condition
  - pavement condition
  - bridge condition
- Economy & Land Use
  - NJTPA regional GDP
- Healthy Living
  - percent of monitored waterbodies and watersheds supporting designated uses.

## Regional Transportation Advisory Committee Attendance

February 9, 2026

<b>Voting Members</b>	
Andras Holzmann (Chair)	Passaic County
Ryan Conklin	Warren County
Chris Helms	Bergen County
David Antonio	Essex County
Mark Kataryniak	Hudson County
Alan Hunt	Hunterdon County
Elias Guseman	City of Jersey City
Chris Townley	Middlesex County
Michael Nei	Monmouth County
John Hayes	Morris County
Trevor Howard	City of Newark
Gregory Smith	Ocean County
Ken Wedeen	Somerset County
Tom Drabic	Sussex County
Farzana Ahmed	NJDOT
Nathan Chadwick	NJ TRANSIT
Jay Shuffield	PANYNJ
Kamal Saleh	Union County
Blair Gerold	Governor's Authorities Unit
<b>Other Attendees</b>	
Various members	NJTPA Central Staff
Adam Bradford	Passaic County
Evan Hanson	
Dan Callas	Avenues in Motion
Tanner Thul	
Kevin Force	Hudson County TMA
Alan Hunt	Hunterdon County
Bob Hornby	
Katherine Fullerton	
Meghna Hari	Middlesex County
David Schmetterer	Monmouth County
Antonio Scanziani	
Amy Polachak	NJDOT
Mike Dannemiller	NJ TRANSIT
Antonia Patti	
Peter Kortright	Bergen County
GRE	
Jack Kanarek	Dewberry
Jash Gill	
Joanna Doyle	
Icheng	
Lisabeth	

Maeve Clements	
Michael Grant	ICF
Hon. Michele Delisfort Rick Matias	Union County
Rwekmeister	
Hon. Stan Neron	
Vijayant Rajvanshi	Middlesex County