



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

PROJECT PRIORITIZATION COMMITTEE

Commissioner Jason J. Sarnoski, Chair
Commissioner John W. Bartlett, Vice Chair

PLANNING AND ECONOMIC DEVELOPMENT COMMITTEE

Commissioner Michèle Delisfort, Chair
Commissioner Jack DeGroot, Vice Chair

Joint Meeting Agenda

April 20, 2026

10:30 a.m. (Eastern Standard Time)

Join Zoom Meeting

<https://njtpa-org.zoom.us/j/93262882511?pwd=9iZQqqv0AV6ItrbSdC7QtgtaQCnZYg.1>

Meeting ID: 932 6288 2511

Passcode: 734605

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- I. Roll Call
- II. Approval of Minutes
- III. Regional Transportation Advisory Committee (RTAC) Report – Andras Holzmann, Passaic County
- IV. Presentation: *From Streets to Stadiums* – Jasmine Lawrence, Central Staff
- V. Action Items

Project Prioritization Committee

1. Minor Amendment to the FY 2026-2029 Transportation Improvement Program as requested by the New Jersey Department of Transportation – Vanessa Koenigkramer, Central Staff
 - Guiderail Upgrade Program, Statewide
 - Pavement Preservation Program, Statewide
 - Pavement Preservation NJTPA Program, Regionwide

VI. Information Items

1. Competitive Grants Update – Vanessa Koenigkramer, Central Staff
 - Kings Highway Pedestrian Safety Improvements, Middletown Township
 - Route 72 Transportation & Safety Connector Project, Stafford Township
 - County Road 653/County Ave Improvements, Hudson County
2. Financial Plan Update: Route 72 Manahawkin Bay Bridges – Vanessa Koenigkramer, Central Staff

VII. Written Items

1. Transportation Clean Air Measures Solicitation – Liz DeRuchie, Central Staff
2. Coordination on CMAQ Performance Measure Target Setting for NY/NJ Urbanized Area – Keith Miller, Central Staff
3. Safe Streets and Roads for All Funding Opportunity – Lois Goldman, Central Staff

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

IX. Other Items

X. Next Meeting: June 15, 2026, 10:30 a.m.

XI. Adjournment

VII. Written Information Items

Transportation Clean Air Measures Solicitation – Liz DeRuchie, Central Staff

The NJTPA is accepting applications for [Transportation Clean Air Measures \(TCAM\) Program](#), funded through the federal Congestion Mitigation and Air Quality (CMAQ) Program. TCAM projects improve air quality and/or reduce congestion. Under federal CMAQ guidelines, eligible projects must be ready to implement, demonstrate the potential for reductions in emissions and congestion, and meet or exceed the requirements for matching funds.

New this year is a rolling admission for projects. When a public or private entity develops a project that could be eligible for CMAQ funding, they should follow the instructions in the solicitation on the NJTPA website and submit a thumbnail sketch. Central Staff will review the thumbnail sketch with subject matter experts to determine eligibility. Central Staff will work with prospective applicants to develop the best, most appropriate proposals for the program.

Coordination on CMAQ Performance Measure Target Setting for NY/NJ Urbanized Area – Keith Miller, Central Staff

January 2026 marked the beginning of the third four-year performance period (2026- 2029) for the Federal Highway Administration’s (FHWA’s) transportation performance management process. One set of national performance measures, those dealing with traffic congestion as part of the Congestion Mitigation and Air Quality Improvement (CMAQ) Program, are measured at the urbanized area (UZA) level for areas with more than 200,000 people. These measures complement other performance measures in areas of travel time reliability, emissions reduction, roadway and transit safety, and infrastructure conditions.

For this third performance period, the NJTPA planning area overlaps three UZAs. Most of the region is within the New York-Jersey City-Newark, NY-NJ (NY/NJ) UZA and small portions are in the Trenton, NJ (Trenton) and Allentown-Bethlehem, PA-NJ (Allentown) UZAs. State departments of transportation and metropolitan planning organizations are required to collaborate closely on collecting data, reporting performance to FHWA, and setting short-term (two- and four-year) targets for each UZA. These targets support agency performance-based planning and programming and must be included in documents such as the Long Range Transportation Plan and Transportation Improvement Program.

The traffic congestion measures are:

- Percent non-single occupant vehicle (non-SOV) travel
- Peak hour excessive delay (PHED) per capita

Recently, the NJTPA co-hosted a meeting for the NY/NJ UZA with the New York Metropolitan Transportation Council. Also participating were staff from the NJ Department of Transportation (NJDOT), New York State Department of Transportation, Delaware Valley Regional Planning Commission (DVRPC), and other interested agencies. Participants discussed trends and preliminary two- and four-year targets for the non-SOV performance measure. Available annual data through 2024 shows that the percent of non-SOV travel increased significantly during the COVID19 pandemic and has remained relatively steady since 2022. Transit use and work-from-home activity are primary contributors to this measure.

Future meetings will be held to finalize the non-SOV targets and discuss trends and targets for the PHED measure. In upcoming months, NJTPA staff will also be coordinating with DVRPC and NJDOT on targets for the Trenton UZA; and with DVRPC, NJDOT, Lehigh Valley Planning Commission, Reading Area Transportation Study, and Pennsylvania DOT on targets for the Allentown UZA.

The targets need to be finalized and reported to NJDOT and FHWA by October 1. They will be presented to the Planning and Economic Development Committee at its August 17 meeting.

Safe Streets and Roads for All Funding Opportunity – Lois Goldman, Central Staff

The U.S. Department of Transportation (USDOT) released a [Notice of Funding Opportunity](#) on March 27 for the FY 2026 Safe Streets and Roads for All (SS4A) competitive grant program. Submissions are due May 26 at 5 p.m.

The purpose of SS4A is to create Local Safety Action Plans, conduct supplemental planning and implement safety improvements to reduce serious injuries and crashes for all roadway users. SS4A is funded through the Infrastructure Investment and Jobs Act and FY 2026 is its final year.

As in previous years, SS4A provides up to 80 percent of funding for Planning and Demonstration activities. Nationally, almost \$688 million is available for Implementation Grants and \$306 million for Planning Grants. Counties, municipalities and the New Jersey Sports and Exposition Authority in the NJTPA region have been awarded 34 Planning Grants totaling nearly \$13 million.

For FY2026, there are several new features, most notably an emphasis by USDOT on Public Safety Infrastructure. Public Safety Infrastructure is intended to support technology, coordination, and policies to improve post-crash care, with an emphasis on emergency response.

The NJTPA can assist applicants by providing letters of support, data, and advisory support to help counties and municipalities create strong applications. For additional information or support on existing SS4A grants, contact Lois Goldman at lgoldman@njtpa.org.