



## Regional Transportation Advisory Committee (RTAC)

Andras Holzmann, Chair  
Ryan Conklin, Vice Chair

### Meeting Minutes April 13, 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 19 voting members were present.

#### II. Approval of Minutes

City of Newark moved the minutes of the February 9, 2026, meeting, Somerset County seconded, and the motion carried. There were no abstentions.

#### III. Presentation: North Trails Network Initiative Update – Tiffany Robinson, Trails and Active Mobility Director, New Jersey Bike & Walk Coalition

Ms. Robinson briefed RTAC on progress since the last update to the committee in October 2024. The North Trails Network Initiative, a partnership between the Bike & Walk Coalition and the Rails to Trails Conservancy, is to reimagine trails as a way for people to move daily through corridors they call home, whether they want to walk, bike, or roll, Robinson said. Local mobility shapes regional impact and that starts with creating places where people can move safely and breathe cleaner air in the neighborhoods they call home. The initiative spans six counties — Bergen, Essex, Hudson, Morris, Passaic, and Union — with a special focus on Newark and Jersey City and the nine opportunity corridors are:

- Northern Valley Greenway Extension
- Morris Canal Greenway – Carlton Hill Greenway
- Newark Industrial Track – The Greenway
- Pompton Valley Rail Trail Extension
- Patriot's Path Gaps
- Patriot's Path – Traction Line-Summit Park Line-Rahway Valley Rail Trail
- SoMa River Greenway Extension to The Greenway and Rahway Valley Rail Trail
- East Coast Greenway – Hackensack River Greenway
- Frelinghuysen Avenue

Ms. Robinson said RTAC members can play a critical role in moving the effort from vision to implementation by helping identify gaps and connections within the network, as well as projects along corridors or within underserved areas that may be eligible for funding for feasibility studies, quick-build initiatives, or future implementation efforts.

To support this work, three working groups have been established focused on visioning, developing the network map, and implementation strategies. Upcoming efforts will focus on strengthening communication and online engagement, while conducting factchecking and gap analysis through late spring and early summer. The implementation working group is expected to launch by late summer, followed by targeted outreach and engagement with counties, municipalities, and community stakeholders in the fall. The initiative plans to launch its website, [www.northjerseytrails.org](http://www.northjerseytrails.org), on [Celebrate Trails Day](#), April 25.

Ms. Robinson said people who don't have access to a vehicle need other ways to get around, especially if transit is down. She said they want to give people enough options to be able to get around that is safe and convenient for them. The presentation is available [here](#).

#### IV. Information Items

##### **TMA Update – Cheryl Kastrenakes, Executive Director, Greater Mercer Transportation Management Association**

Mr. Kastrenakes gave an overview on the various technical assistance programs offered by Transportation Management Associations (TMAs). She said that although all TMAs share a similar mission, services and approaches can vary by location. Members are encouraged to contact their local TMA directly to see what support is available.

TMA technical assistance falls into five categories: pedestrian road safety audits and bikeability assessments, speed studies, Complete Streets support, environmental assistance, and additional specialized support. Pedestrian and bike assessments can range from small intersections to entire neighborhoods or corridors, involving on-site assessments, crash data analysis using Numetric, and the development of final reports with short- and long-term recommendations. Speed studies have become a critical program for most TMAs, as speed data is essential for achieving Vision Zero goals. Support for Complete Streets includes help with drafting ordinances and resolutions or providing templates for towns that do not yet have them. TMAs can also assist with demonstration projects to see how a community responds to road changes and whether they successfully lower speeds or reduce conflicts. She said additional support includes Transportation Demand Management (TDM) to address last-mile issues through shuttles and municipal bus routing. TMAs can also help set up rideshare programs for municipal workers via RidePro. General grant application assistance is also available, providing the necessary data, mapping, and travel plans to strengthen submissions.

In conclusion, Ms. Kastrenakes said some TMAs can also assist with General Transit Feed Specification (GTFS) to ensure local transit and municipal services appear on Google Maps. Thus, making them more accessible to the public. Members are encouraged to stay connected with their local TMA to take advantage of these evolving services.

The presentation can be found [here](#).

##### **Transportation Clean Air Measures Solicitation – Liz DeRuchie, Central Staff**

Ms. DeRuchie said the NJTPA is issuing a new solicitation this spring for our Transportation Clean Air Measures (TCAM) Program, funded through the federal Congestion Mitigation and Air Quality (CMAQ) Program.

The TCAM Program supports projects that improve air quality and reduce congestion on our roadways. Eligible projects under the CMAQ guidelines must be ready to implement, demonstrate the potential for reductions in emissions and congestion, and meet or exceed the federal requirements for matching funds.

that the TCAM Program is moving from a fixed schedule solicitation to a rolling application. Eligible applicants, including public and private entities, can apply for CMAQ funding for implementable projects in the NJTPA region.

Ms. DeRuchie encouraged subregions to contact her as proposed projects and ideas are developed, so staff can assist applicants in developing the thumbnail sketches. Additional information is available on the [website](#)

### **FY 2028-2029 Subregional Studies Solicitation – William Long, Central Staff**

Mr. Long said the NJTPA is working on the upcoming FY2028-FY2029 Subregional Study Program Solicitation. Studies are conducted over a two-year period and funding is awarded on a competitive basis.

He said the program supports development and recommendations for transportation improvements consistent with *Connecting Communities: The NJTPA Long Range Transportation Plan*. All subregions are eligible to submit proposals, except those with studies launching or underway in FY2027.

Anticipated release of the FY2028-FY2029 solicitation is early June and prospective applicants are required to schedule a virtual meeting with NJTPA Central Staff to discuss ideas for potential studies before submission. Central Staff will schedule virtual meetings to further refine ideas for potential studies prior to submission of full proposals. Full proposals are due in mid-August, and specific deadlines will be listed in the solicitation documents. Central Staff will notify applicants of selected studies to be included in the FY2028 Unified Planning Work Program at the beginning of October. NJTPA encourages subregions with selected studies to begin preparing RFP's as soon as the NJTPA Board of Trustees approves the FY2028- FY2029 Subregional Studies Program. RFPs should be ready for advertisement as soon as possible and can be issued prior to July 1, 2027, although contracts cannot be awarded until July 1 of 2027, at the earliest. Sub-regions are encouraged to begin working on RFPs during the first six months of the calendar year 2027, before the start of the start of FY2028. Additional information can be found [here](#).

### **Competitive Grants Update – Vanessa Koenigkramer, Central Staff**

Ms. Koenigkramer said under the revised Transportation Improvement Program (TIP) and State Transportation Improvement Program (STIP) Memorandum of Understanding adopted at the March 9 Board meeting, competitive or congressionally directed spending or DEMO grants already included in a TIP/STIP appendix can be processed as informational modifications. The following three projects, which are included in Appendix J of NJTPA's 2026 TIP, available on the [NJTPA website](#), are being programmed in the TIP:

Kings Highway Pedestrian Safety Improvements — This project, led by Middletown Township, involves resurfacing pavement on Kings Highway from Route 35 to New Monmouth Road and sidewalk, ADA, and lighting improvements from Conover Avenue to New Monmouth Road.

This project will be programmed with \$997,500 of DEMO funds for Construction in 2026 from a Congressionally Directed Spending grant administered by the Federal Highway Administration (FHWA). Design and remaining Construction costs will be addressed with non-federal funds.

Route 72 Transportation & Safety Connector Project — This project led by Stafford Township involves constructing an exit from Route 72 Westbound onto Barnacle Drive to eliminate left turn movement from Route 72 Eastbound onto Barnacle Drive as well as turning movements from Barnacle Drive into Route 72. The Route 9 Corridor of Oak Avenue, North Lakeshore Drive, Oxycocus Road, Silo Road and Sugar Hill Road includes a mill and overlay and ADA sidewalks and ramps. This project will be programmed with \$2 million of DEMO funds for Construction in 2026 from a Congressionally Directed Spending grant administered by FHWA. Design and any remaining Construction costs will be funded with non-federal funds.

County Road 653/County Ave Improvements — This project, led by Hudson County, includes milling and repaving, upgrading existing guide rails, end treatments, rub rails, and drainage work on County Avenue. This project will be programmed with \$315,350 of DEMO funds for design in 2026 and \$1.4 million of DEMO funds for Construction in 2027 from a Congressionally Directed Spending grant administered by FHWA. Any remaining Construction costs will be funded with county or nonfederal funds.

### **Financial Plan Update: Route 72 Manahawkin Bay Bridges – Vanessa Koenigkramer, Central Staff**

Ms. Koenigkramer said NJDOT has revised its financial plan for the Route 72 Manahawkin Bay Bridges project, which was first prepared in 2012 and is updated annually. The updated plan was shared with Central Staff for its review.

This project constructs a new parallel structure adjacent to the existing Manahawkin Bay Bridge, rehabilitates the existing Bay Bridge and three trestle bridges over Hilliards Thorofare and the East and West Thorofares, in Stafford Township and Ship Bottom Borough, Ocean County. The preliminary design was completed as a single project, with subsequent work being advanced as six construction contracts, with two contracts completed. The remaining Contract (5A) includes the implementation of Submerged Aquatic Vegetation (SAV) mitigation requirements in the Manahawkin Bay to comply with environmental permit restrictions. This work began in February 2016, is 98 percent completed, and expected to be finished this spring. The remaining work for Contract 1 involves Marsha Drive intersection improvements and operational and safety improvements. Construction began in February 2021, is 75 percent completed, and expected to be finished late this spring.

This financial plan update reflects a total project cost of over \$391.2 million, an increase of \$1.7 million from the previous plan. Funding increases are due to Contract 1 change orders, including work to address alignment of utility poles and drainage systems to avoid conflicts with underground utilities.

Previous TIP funding was planned and authorized to cover the current costs of the project. There are no funds planned for the 2026 TIP and no funding is needed at this time.

The financial plan update does not indicate any changes to the project's air quality conformity.

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

Ms. Goldman said the Safe Streets and Roads for All (SS4A) grant opportunity was released on March 27. The program supports planning and implementation to improve safety and is funded through the Infrastructure Investment and Jobs Act. FY 2026 is the final year of the current bill, but there is interest in continuing the program due to its popularity. The grant covers up to 80 percent of costs with a 20 percent local match. This year, there is \$688 million available for 40 to 70 implementation grants and \$306 million for 300 to 700 planning grants.

In the first four years, nearly \$13 million in planning grants has gone to 30 entities in the NJTPA region. A local safety action plan is required for implementation grants, though supplemental planning can be used for updates and studies. A key change for this year is that a county plan adopted by commissioners can now cover a municipality, allowing towns to revise a county plan for their own needs. The application deadline is 5 p.m. on May 26, and technical questions must be received by April 24. The application window has been shortened from 90 to 60 days, and there is now one single deadline for both planning and implementation grants.

She said that only one application will be reviewed per entity, and the last application submitted is the only one that will be considered, however, different types of planning and implementation projects can be bundled together. NJTPA can support applications by providing letters of support (it requires at least one week of lead time) and can also assist with data and coordination with other plans.

There are USDOT webinar recordings available. Implementation grants are very competitive while planning grants are easier and involve a shorter application, and target places that haven't received funding before. Additional information is available at the USDOT Notice of Funding Opportunity webpage [here](#).

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

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

1. Climate Action Plan Input Request – Zenon Tech-Czarny
2. From Streets to Stadiums – Jasmine Lawrence
3. Coordination on CMAQ Performance Measure Target Setting for NY/NJ Urbanized Area – Keith Miller
4. Resilience Hubs – A Community Roadmap – Carrie Martin

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

#### **Project Prioritization Committee**

1. Minor Amendments to the FY 2026-2029 Transportation Improvement Program to Add Federal Funds to One Program and Two Projects

- Planning, Federal-Aid, Statewide
- Route 1, Northbound Bridge over Raritan River, Middlesex County
- Route 23, Route 80 and Route 46 Interchange, Passaic County

Ms. Koenigkramer said this action is to approve a Minor Amendment to the FY 2026-2029 Transportation Improvement Program as requested by the NJDOT as follows:

Guidedail Upgrade Program, Statewide - This request is to remove \$35 Million of National Highway Performance Program (NHPP) funds for Engineering, Right of Way, and Construction in 2026. This decrease supports the remaining 2026 Pavement Preservation authorizations for the statewide pavement preservation increases detailed in the summary of action attachment.

Pavement Preservation Program, Statewide - This request is to add \$37.7 Million of NHPP funds for Engineering, Right of Way, and Construction in 2026 to the Pavement Preservation Program. This increase is to support statewide FFY 2026 Pavement Preservation authorizations including a project on Route 1 in Middlesex County.

Pavement Preservation NJTPA Program - This request is to add \$42.3 Million of NHPP funds for Engineering, Right of Way, and Construction in 2026 to the NJTPA Pavement Preservation Program Line. This increase is to support remaining 2026 Pavement Preservation authorizations in the region along various routes in Morris, Middlesex, Monmouth, Warren, Hudson, Somerset, and Hudson Counties as shown in the attachments.

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

#### VII. Other Items for Discussion

Sofia Kyle, Central Staff, said the NJTPA received a one-page communication from the NJDOT Office of Freight Planning with information regarding freight transportation during the FIFA World Cup. The document is titled Feight Transportation Guidance for FIFA World Cup Events at MetLife Stadium, and it outlines freight zones that will be affected, congestion times, and suggestions. The NJTPA will distribute the document to RTAC members, and the NJDOT has offered to field questions. She said if anyone has questions, they should contact her directly and she will coordinate meetings as needed for county and municipality staff.

There were no other items for discussion.

VIII. Next Meeting: June 8, 2026. In person meeting at One Newark Center, 17 Floor, Newark, NJ 07102

#### IX. Adjournment

Warren County made a motion to adjourn at 11:43 a.m.; Somerset County seconded, and the motion was carried unanimously.

## V. Written Information Items

### **Climate Action Plan Input Request – Zenon Tech-Czarny, Central Staff**

As a reminder, Central Staff is seeking input from the NJTPA Subregions on the region’s progress toward achieving the strategies in the [NY-NJ Climate Action Plan](#). More information about the status report request for the U.S. Environmental Protection Agency (EPA) and the plan’s Executive Summary was emailed to RTAC members on March 10.

Please respond by Friday, April 17, whether your subregion has made progress on the following strategies or has any upcoming plans to address them, so this information can be included in the status report to the EPA. These updates do not need to be long. They can be just one sentence per applicable strategy.

- Zero Emissions Vehicle Adoption
- Zero Emissions Truck and Bus Adoption
- Alternative Freight Modes
- Travel Demand Management and Vehicle Miles Traveled Reduction
- Maritime and Aviation Emissions
- Building Electrification and Energy Efficiency
- Grid Decarbonization
- Waste Disposal Reduction
- Industrial Decarbonization

Please contact Zenon Tech-Czarny at [ztech-czarny@njtpa.org](mailto:ztech-czarny@njtpa.org) with questions.

### ***From Streets to Stadiums* – Jasmine Lawrence, Central Staff**

With the World Cup coming to New Jersey, the NJTPA developed a guide to help communities in our region plan soccer-themed placemaking events and activations to enliven their public spaces, benefit our local economy, and bring communities together. [From Streets to Stadiums](#) offers ideas for developing simple, affordable, and easy-to-install components, including seating, activities, view screens, traffic calming elements, and more. This resource is designed for municipalities to use as a tool to inspire ideas and understand the community and economic benefits that placemaking efforts can yield. Check out the final booklet [here](#)!

The NJTPA is hosting a [Placemaking and the World Cup Webinar](#) on April 9 at noon.

### **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 through 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 UZAs with more than 200,000 people. These measures complement other performance measures in areas of travel time reliability, emissions reduction, and roadway and transit safety and infrastructure conditions.

For this third performance period, the NJTPA planning area overlaps three such 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 (NYMTC). Also participating were staff from the NJ Department of Transportation (NJDOT), the New York State Department of Transportation (NYSDOT), and the Delaware Valley Regional Planning Commission (DVRPC), along with other interested agencies. The subject of this meeting was to discuss trends and preliminary two- and four-year targets for the non-SOV performance measure. Available annual data through 2024 show that the percent of non-SOV travel increased significantly during the COVID-19 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.

### **Resilience Hubs – A Community Roadmap – Carrie Martin, Central Staff**

Central Staff, along with the Alan M. Voorhees Transportation Center (VTC) at Rutgers, developed [\*Resilience Hubs – A Community Roadmap\*](#). New Jersey communities can use this guide as a starting point for creating resilience hubs, which are multi-functional places that support residents by providing services and offering resources before, during, and after extreme weather events. The guide provides a six-step roadmap to create a resilience hub, a toolkit with a collection of resources for providing and funding emergency and ongoing services, and case studies of resilience hubs across the country. Ultimately, this guide helps municipalities increase their ability to withstand and bounce back from extreme weather events through the implementation of these community-serving centers.

Contact Carrie Martin at [cmartin@njtpa.org](mailto:cmartin@njtpa.org) for additional information.

## Regional Transportation Advisory Committee Attendance

April 13, 2026

### RTAC Committee Members

Andras Holzmann, Chair	Passaic County
Ryan Conklin, Vice Chair	Warren County
Christopher Helms	Bergen County
Charles Burton	Citizens Representative
Blair Gerold	Governors Authorities Unit
Mark Kataryniak	Hudson County
Katherine Fullerton	Hunterdon County
Elias Guseman	Jersey City
Vijayant Rajvanshi	Middlesex County
Michael Nei	Monmouth County
John Hayes	Morris County
Trevor Howard	Newark
Farhana Ahmed	NJDOT
Nathan Chadwick	NJ TRANSIT
Gregory Smith	Ocean County
Jay Shuffield	PANYNJ
Ken Wedeen	Somerset County
Tom Drabic	Sussex County
Kamal Saleh	Union County

### Other Attendees

Various members of Central Staff	NJTPA
Cheryl Kastranakes	Greater Mercer Transportation Management Assoc.
Debra Kagan Tiffany Robinson Kate Foster Upendra Sapkota	New Jersey Bike and Walk Coalition
Alan Hunt	Hunterdon County
Anthony Iaconco Peter Kortright	Bergen County
Tanner Thul	Hudson County
Tara Shepherd	goHunterdon
Dan Callas	Avenues in Motion
Jack Kanarek	Dewberry
Andy Kaplan	Jersey City
Meghna Hari	Middlesex County
Antonia Patti Michael Dannemiller	NJ TRANSIT

Evan Hanson Amy Polachak Michael Manzella Walter Lytwyn	NJDOT
Bettina Zimny Rachana Sheth	NV5
Matthew Lawson	Mercer County
Chris Palmieri	Ocean County
Sal Presti	Passaic County
Joel Penkala	Sussex County
Kamal Saleh	Union County
JASKELLY	
Brian Tobin	Keep Middlesex Moving
Samantha De Andrea	Somerset County
Kabudischak	
Kweli Campbell	
Bob Werkmeister	