



Regional Transportation Advisory Committee (RTAC)

Andras Holzmann, Chair

Ryan Conklin, Vice Chair

Meeting Minutes

June 8, 2026

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 17 voting members were present.

II. Approval of Minutes

Union County moved the minutes of the April 13, 2026, meeting, Somerset County seconded, and the motion carried. There were no abstentions.

III. Presentation: Missing Middle Housing and the Use of Pattern Books – Anisha Selvam, NJIT

Blythe Eaman, Central Staff introduced Ms. Selvam, a recent graduate of NJIT with a Master of Science degree in architecture, and a certificate in urban ecologies and sustainable cities. Ms. Selvam presented “Missing Middle Housing and the Use of Pattern Books: A Practical Visual Guide to Gentle Density.”

Missing Middle Housing refers to housing that provides a variety of affordable options compatible with detached single-family homes, and can include multiunit structures, cluster homes and cottage courts. The intent is to bridge the gap between single-family homes and apartment buildings.

Pattern books help municipalities visualize context-sensitive housing density and support local decision making in ways that are both practical and responsive to community character. The NJTPA recognizes housing and housing affordability as a critical issue that intersects with transportation and land use planning.

Ms. Selvam incorporated works from 12 national pattern books, including Syracuse, New York, and Washington, D.C., created a toolkit identifying six settlement types across New Jersey and later presented Missing Middle housing opportunities for each that included:

- 35 percent are automobile-oriented, like Parsippany and Wayne, with large lots up to two acres and cul-de-sacs.
- 22 percent include transit suburbs like Montclair and Westfield, with walkable downtowns and NJ TRANSIT access.
- 18 percent are inner ring suburbs, such as Belleville and Irvington, with strong transit.
- 9 percent are historic boroughs, like Flemington and Red Bank, with dense walkable cores and strong historic character.
- 8 percent are considered urban core, like Newark and Paterson, featuring dense blocks, mixed uses, and transit options.
- 8 percent are rural areas, such as the Monmouth County suburbs and Warren County, with large parcels, scattered settlements, and no transit options.

Ms. Selvam said that each settlement type has distinct lot characteristics, infrastructure, and opportunities for missing middle housing, and the toolkit addresses them all.

Missing middle opportunities can also be found in the Garden State's agricultural regions. New Jersey has about 730,000 acres of farmland, roughly a third of the land area is primarily in the south and west. Ms. Selvam added that an aging population and farmworker housing is a documented unmet need. A farm worker cottage or in-law Accessory Dwelling Unit on an agricultural parcel and lot can be meaningful in rural communities with no other housing options, Selvam said.

In conclusion, the pattern book guide and toolkit offer examples for developing a practical, visually clear roadmap for gentle density across every corner of New Jersey. Developing and adopting pattern books allows municipalities to streamline the permitting process, providing pre-approved design templates with clear compliance standards, which significantly cuts review timelines and makes smaller projects financially viable. The presentation and recording are [available here](#).

IV. Information Items

Resilience Hubs: A Community Roadmap – Carrie Martin, Central Staff

Ms. Martin presented a new guidebook developed in partnership with the Alan M. Voorhees Transportation Center, *Resilience Hubs: A Community Roadmap*.

Ms. Martin defined a resilience hub as a multifunctional space that provides vital community support, services, and resources before, during, and after extreme weather events. These hubs engage communities in preparedness, reduce climate impacts like flood and heat via green infrastructure, enhance social services, and offer reliable backup power, heating, and cooling.

The guidebook outlines a six-step process for local implementation. First, communities should build a team of residents, experts, and community-based organizations, potentially forming a regular community advisory board. Second, they should assess local vulnerabilities and needs, leveraging existing documents like county hazard mitigation plans, master plans, or NJDEP Resilience Action Plans to ease the workload. Remaining steps include expanding the stakeholder team as new needs emerge, selecting an accessible central location such as a school or library, physically reinforcing the chosen facility to meet state and federal stormwater regulations, and establishing robust operations and maintenance plans with staff that reflect the community.

The guidebook also features a comprehensive toolkit covering emergency services like temporary shelters and charging stations, and reviews backup power systems such as microgrids and solar panels and outlines ongoing daily services by partnering with libraries or houses of worship and covers resilient enhancements like electric vehicle charging infrastructure and community gardens.

Ms. Martin emphasized the importance of diversifying funding through grants and donations, highlighting an upcoming NJDEP Regional Resilience Planning Grant opportunity due on July 7, 2026.

In conclusion, Ms. Martin said the document is a practical guidebook available on the NJTPA website and is designed for municipalities to easily integrate its concepts into their hazard mitigation plans. The guidebook includes case studies from Los Angeles and Medford, Massachusetts, as well as a local initiative underway at the Ann Street School in Newark's Ironbound neighborhood. The presentation can be found [here](#).

FY 2028-2029 Subregional Studies and Subregional Transportation Program Solicitations – William Long and Frank Tolbert, Central Staff

Mr. Long announced the upcoming release of the FY 2028–FY 2029 Subregional Studies Program (SSP) solicitation, which funds studies conducted by NJTPA subregions that help advance *Connecting Communities: The NJTPA Long Range Transportation Plan*. Applicants must schedule virtual meetings with staff between May and July 6, 2026, prior to submitting sketches. Full proposals are due August 13, 2026, followed by selection committee interviews on September 25, 2026. This cycle highlights safety planning as the primary focus.

To streamline the process, staff are introducing templates for request for proposals, encouraging standard language for tasks like project management and demographic assessments, alongside specific templates for electric vehicles, comprehensive transportation, and goods movement studies.

Mr. Tolbert shared details regarding the Subregional Transportation Planning (STP) Program, which funds subregions annually to ensure they can participate in the metropolitan planning process. All 15 NJTPA subregions must participate in the program to remain eligible for federal transportation funds. The FY2028 solicitation process is getting underway and the initial draft will be shared with RTAC for feedback during the week of July 13, followed by a voluntary feedback meeting with subregions during the week of July 27. There is no local funding match required to participate, and the full solicitation package is scheduled for release during the week of August 24. Additional information is available on the [website](#)

Active Transportation Plan Refinement – Lois Goldman, Central Staff

Ms. Goldman announced the launch of a consultant-supported study to advance the recommendations of the 2023 Active Transportation Plan, with NV5 as the prime consultant and MPA managing outreach. This effort will study ways to connect the Traction Line Recreation Trail, Patriot's Path and the Rahway Valley Rail Trail in Morris and Union counties; and the Pompton Valley Rail Trail and Highlands Rail Trail in Passaic and Morris counties. Public outreach for these corridor studies will begin this summer.

Ms. Goldman highlighted NJTPA's collaboration with the New Jersey Bike Walk Coalition and its North Jersey Trails Initiative, noting that these corridors were identified as top priorities for expanding the regional network.

Statewide Freight Plan Update – Sofia Kyle, Central Staff

Ms. Kyle shared a brief update on the statewide freight plan, noting the New Jersey Department of Transportation (NJDOT) would be discussing it and gathering input at the June 15 Freight Initiatives Committee meeting.

Ms. Kyle noted that this will be an excellent opportunity for stakeholders to ask questions and provide input directly to NJDOT.

V. Discussion

Discussion: Local Safety Action Plans Implementation

Chair Holzman and Ms. Goldman led the Committee held in open discussion regarding the implementation of Local Safety Action Plans, with updates provided by representatives from Hudson and Middlesex counties.

Francesca Giarrantana, Deputy Director of the Department of Planning and Business Opportunity and the County Executive's Liaison on the Vision Zero Task Force in Hudson County, shared the county's progress. Hudson County established its Task Force in 2023, completed its action plan in 2024, and adopted the plan in 2025. The Hudson County Task Force includes 13 county representatives, a lead from the Prosecutor's Office Regional and Fatal Collision Unit, municipal designees (planners, engineers, and law enforcement), and four advocacy group members.

Task Force meetings have featured presentations from municipalities implementing Vision Zero, the New Jersey Bike and Walk Coalition, the NJTPA demonstration library, and a guest speaker from New York City's DOT. Areas of success include:

- A strong communication process with the prosecutor's office to share fatality data via a tracking spreadsheet, helping the administration quickly debunk public myths and identify road jurisdictions.
- Heavy involvement from the county executive and administration, keeping safety projects high on the local policy agenda.
- Transparent feedback from critical stakeholders on ongoing projects, culminating in the completion of the first annual report, which will be posted to the county website soon.

Vijayant Rajvanshi, Planning Director for Middlesex County, provided an update on his county's parallel efforts. Middlesex County adopted its Vision Zero pledge in early 2022 and created the Middlesex County Vision Zero Partnership the same year. This partnership consists of the county's 25 mayors and is co-chaired by two county commissioners. This allows elected officials to take direct ownership of cross-jurisdictional issues.

There are two distinct working groups composed of municipal staff, first responders, planners, engineers, health officials, the prosecutor's office, state and regional agencies, and non-profit stakeholders. The Culture of Safety Working Group focuses on driver education, safe vehicles, managing speeds, and post-crash care. The Complete Streets Working Group focuses on intersection enhancements, traffic calming, and pedestrian/bicycle networks. Both groups heavily emphasize making improvements that benefit all users and public engagement.

Middlesex County has included members from these working groups to form specific technical advisory committees for individual safety initiatives. Key project highlights include:

- The US-1 Speed Violation Program: By visualizing speed violation data provided by NJDOT, the prosecutor's office targeted late-night enforcement, resulting in a significant decrease in fatal and serious injury crashes on the corridor.
- Policy and Audits: The county is finalizing a Complete and Green Streets Policy for commissioner adoption and recently completed five road safety audits with funding from the NJTPA.
- DataCity Smart Mobility Program: A segment of US-27 and Route 18 in downtown New Brunswick has been outfitted with permanent, state-of-the-art LiDAR sensors, high-definition cameras, and edge computing. This system collects real-time traffic, near-miss, and speeding data via a platform supported by Blue City, allowing the engineering office to make informed design modifications. The county is exploring mobile units to use at other locations and has initiated a school zone safety pilot at the Blanquita B. Valenti Community School using this technology.
- Infrastructure Expansion: The county is expanding intersection safety technology from 14 current locations to 24 additional sites over the next 18 months across New Brunswick, Woodbridge Avenue, and Ryders Lane. A shared-use path is being installed along Ryders Lane in East Brunswick with Congressionally Designated funding and safety improvements are being made to Oak Tree Road in Edison and Woodbridge using federal Transportation Alternatives Set-Aside funds. The county is also seeking a federal Safe Streets and Roads for All grant to do further planning work.

Committee Q&A and Roundtable Discussion

During the open discussion, several committee members posed questions to the presenters:

In response to questions about the DataCity program, Mr. Rajvanshi explained that the LiDAR equipment is owned by Middlesex County and operates over a 2.5-mile corridor. The system analyzes data rapidly for real-time network operations. Because the units are fixed, the county is looking into developing separate mobile units for temporary tracking elsewhere.

= asked how county plans coordinate with municipal and state methodologies, Mr. Rajvanshi noted that Middlesex County was the first to adopt a Vision Zero Plan and that its efforts are fully aligned with the state's Target Zero program, which originally funded the Route 27/18 project as research. Ms. Giarrantana added that coordinating with municipalities with Vision Zero plans, like Jersey City and Hoboken, has been seamless and mutually beneficial, especially concerning county roads. On the state level, Hudson County is waiting on future state high injury network data to help address major trouble spots like Tonnelles Avenue, noting that state-level legislative policy shifts (like speed camera allowances) will directly benefit local implementation.

Asked about the breakdown of traffic fatalities, Ms. Giarrantana noted that Hudson County is experiencing a significantly higher number of pedestrian fatalities, particularly trending toward senior citizens. The county plans to use this data to work with Hudson Transportation Management Association to deploy targeted safety and education campaigns for older residents.

Regarding public access, Mr. Rajvanshi said the county maintains a website and is developing a dashboard to display crash statistics and project progress. Ms. Giarrantana said Hudson County made a deliberate choice via executive order to keep task force working sessions closed to the public and media to foster candid working conversations, though an advocate group member represents public interests. Hudson County does not publish minutes but will use its annual report and future project dashboards to maintain public transparency.

Addressing a question regarding how to integrate safety plans into capital improvement budgets, Mr. Rajvanshi acknowledged funding remains a challenge, particularly because of the demand for state and federal grants. Middlesex County funds its high-tech DataCity infrastructure but is aggressively pursuing state and federal grant opportunities to advance safety projects, he said.

VI. Review of Standing Committees Action Items

Project Prioritization Committee

1. Minor Amendment to the FY 2026-2029 Transportation Improvement Program as Requested by NJTPA – Blythe Eaman, Central Staff
 - Local Congestion Mitigation and Air Quality (CMAQ) Initiatives, Regionwide
 - Small/Special Services Program, Statewide

Ms. Eaman said this is minor amendment would transfer CMAQ program funds to NJ TRANSIT for two projects in Passaic County. Both the county and the city of Passaic submitted applications to the NJTPA's Local Mobilities Initiatives Program, which is administered in partnership with NJ TRANSIT. This action awards \$2.295 million for the expansion of the Passaic County MOVE Microtransit Program to include the City of Patterson into its service area; and \$1 million for the City of Passaic's Urban Enterprise Zone shuttle expansion to support operations, the purchase of two buses and introduce new stops or an additional route. The total for these projects will includes a 10 percent NJ TRANSIT administrative fee.

A summary of the action item is included in the agenda package for the Joint Committee meeting on page 12 [here](#).

2. Minor Amendment to the FY 2026-2029 Transportation Improvement Program as requested by NJDOT – John Witsch, Central Staff
 - Bridge Preventive Maintenance, Statewide
 - ITS Safety Program, Statewide
 - Local Safety/High Risk Rural Roads Program, Regional
 - Mobility and Systems Engineering Program, Statewide
 - Pavement Preservation, NJTPA, Regional
 - Resurfacing, Federal, Statewide
 - Safety Programs, Statewide

Mr. Witsch said the revisions listed in the documents align funding with anticipated need by releasing funds from projects not ready to advance in FY 2026, carrying unobligated balances and advancing or adding funds to those ready to authorize by the end of the federal fiscal year.

He said the Bridge Deck/Superstructure Replacement and Bridge Replacement, Future Project Programs are removing over \$34 million of NHPP funds not needed in 2026 and are available as a resource. The Oak Tree Road Bridge and Route 80 EB, Retaining Wall shift STBGP-FLEX and NHPP funds to align with anticipated need and address the increase to the Oak Tree project due to significant cost escalation and refined final design requirements, and revisions for water main relocations, additional staging, and previously unaccounted-for railroad flagging and insurance. The Route 80/15 Interchange, and Route 287, Route 202 to Ramapo River projects are increasing and shifting NHPP funding to align with anticipated need and increasing costs for items indicated in the financial plans.

The Bridge Preventive Maintenance, Electric Vehicle Infrastructure, Local Safety/High Risk Rural Roads, and Safety Programs are all being increased with either STBGP-FLEX, National Electric Vehicle Formula Program, or HSIP funds to allow for remaining authorizations anticipated in 2026.

A summary of the action item is included in the agenda package for the Joint Committee meeting on page 18 [here](#).

3. Modification to the FY 2026-2029 Transportation Improvement Program as requested by NJDOT – John Witsch Central Staff

Mr. Witsch said the Delaware & Raritan Canal Bridges request removes \$16.805 million of STBGP-Flex funds for Engineering, Right of Way, and Construction in FY 2026. This decrease allows funds to be shifted to other projects and programs that can be authorized by the end of the fiscal year. The Mobility and Systems Engineering Program would add \$17.2 million in NHPP funds for Engineering and Construction in FY 2026. This increase is necessary to address ongoing ITS maintenance. The Route 4 Bridge over Palisade Avenue, Windsor Road and CSX Railroad adds \$15.1 million of Bridge Formula Program funds for Construction in FY 2026. This increase is needed to address the recent escalation in construction costs and utility relocation.

A summary of the action item is included in the agenda package for the Joint Committee meeting on page 36 [here](#).

4. Modification to the FY 2026-2029 Transportation Improvement Program as requested by NJTPA – Blythe Eaman, Central Staff
 - NJTPA Carbon Reduction Program, Regionwide
 - Enhanced Mobility of Seniors and Individuals with Disabilities - Section 5310 Program, Statewide

Ms. Eaman said this modification transfers \$10 million NJTPA Carbon Reduction Program funds to the NJ TRANSIT Section 5310 Program to support Access Link, ADA paratransit, and community transportation providers. This also includes \$7.7 million for the implementation of new Access Link software to modernize and enhance technology to support ADA paratransit services. In addition, \$2.3 million will support the procurement of up to 13 replacement vehicles for community transportation providers, including Access Link. These totals include the 10 percent NJ TRANSIT administrative fee.

A summary of the action item is included in the agenda package for the Joint Committee meeting on page 41 [here](#).

VI. Other Items for Discussion

There were no other items for discussion.

VII. RTAC Teleconference – (Tentative)

VIII. Next meeting: August 10, 2026

IX. Adjournment

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

Regional Transportation Advisory Committee Attendance
June 8, 2026

RTAC Committee Members

- Andras Holzmann, Chair, Passaic County
- Ryan Conklin, Vice Chair, Warren County
- Blair Gerold, Governors Authorities Unit
- Mark Kataryniak, Hudson County
- Alan Hunt, Hunterdon County
- Elias Gusman, Jersey City
- Vijayant Rajvanshi, Middlesex County
- Michael Nei, Monmouth County
- John Hayes, Morris County
- Trevor Howard, City of Newark
- Farzana Ahmed, NJDOT
- Nathan Chadwick, NJ TRANSIT
- Mark Jehnke, 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
- Francesca Giarrantana, Hudson County
- Anisha Paneer Selvam, NJIT
- Tanner Thul, Hudson County
- Andy Kaplan, Jersey City
- Robert Chankalian, Ocean County
- Gregory Smith, Ocean County
- Hon. Charles Kenny, Middlesex County
- Meghna Hari, Middlesex County
- Ryan Sprong, Morris County
- Evan Hanson, NJDOT
- Sean Areia, Ocean County
- Jason Miranda, Passaic County
- Bob Werkmeister, GPI