



North Jersey Transportation Planning Authority

PROJECT PRIORITIZATION COMMITTEE

Commissioner Jason J. Sarnoski, Chair

PLANNING AND ECONOMIC DEVELOPMENT COMMITTEE

Commissioner Michèle Delisfort, Chair

Commissioner Jack DeGroot, Vice Chair

Joint Meeting Agenda

August 17, 2026

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

[Join Zoom Meeting](#)

Meeting ID: 947 8448 3561

Passcode: 109256

(305) 224 -1968

(309) 205- 3325

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- I. Roll Call
- II. Approval of Minutes
- III. Regional Transportation Advisory Committee Report – Andras Holzmann, Passaic County
- IV. Presentation: *Hunterdon County Bicycle Plan* – Katherine Fullerton, Supervising Planner, Hunterdon County
- V. Action Items

Project Prioritization Committee

1. Minor Amendment to the FY 2026-2029 Transportation Improvement Program as Requested by New Jersey Department of Transportation – Vanessa Koenigkramer, Central Staff
 - South Main Street, Bridge over Washington Secondary (Conrail) Project, Warren County

2. Modification to the FY 2026-2029 Transportation Improvement Program as Requested by New Jersey Department of Transportation – Vanessa Koenigkramer, Central Staff
 - Route 440, Route 95 to Kreil Street Project, Middlesex County

Planning and Economic Development Committee

1. Endorsement of Established Traffic Congestion Performance Measure Targets for the New York-Jersey City-Newark, Trenton, and Allentown Urbanized Areas – Keith Miller, Central Staff
2. Approval of Congestion Mitigation and Air Quality Emissions Reduction Performance Measure Targets for the NJTPA Region – Keith Miller, Central Staff

VI. Information Items

1. Competitive Grants and Congressionally Directed Spending Update – Vanessa Koenigkramer, Central Staff
 - Paterson-Newark Transit Market Project, Passaic County
 - CR 508 (Newark-Jersey City Turnpike), Route 280 to Route 7, Hudson County
2. Financial Plan Update – Vanessa Koenigkramer, Central Staff
 - Rumson-Sea Bright Bridge (S-32) Monmouth County

VII. Written Items

1. Active Transportation Plan Refinement Website and Survey – Peter Zambito, Central Staff
2. Public Comment Period on Draft NJTPA Public Engagement Plan – Melissa Hayes, Central Staff

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

IX. Other Items

X. Next Meeting: October 19, 2026, 10:30 a.m.

XI. Adjournment

VII. Written Information Items

Active Transportation Plan Refinement Website and Survey – Peter Zambito, Central Staff

As part of the Active Transportation Plan Refinement, the NJTPA is conducting two corridor studies in Morris, Passaic, and Union counties along the Pompton Valley Rail Trail and Traction Line Recreational Trail. The studies explore potential trail route extensions, needed improvements, and next steps, with the goal of improving connections between communities and key destinations by creating safer, more accessible active-transportation options.

The NJTPA is conducting a survey that includes interactive mapping tools. The survey focuses on understanding needs, preferences, challenges, and priorities along both corridors and is available in English, Spanish, Chinese (Simplified), and Polish. It will remain open through early September. For more information, visit the study website at <https://njtpa.org/trails>. The survey can be accessed directly at <https://app.maptionnaire.com/q/nj-trails>.

Please contact Peter Zambito (pzambito@njtpa.org) if you would like additional information.

Public Comment Period on Draft NJTPA Public Engagement Plan – Melissa Hayes, Central Staff

A public comment period will be held on the draft Public Engagement Plan (PEP) August 31 and conclude October 7. The draft document was shared with committee members for review. Any comments received will be incorporated into the draft being shared for public review. The PEP is a federally required document that outlines how the NJTPA plans to involve the region's residents in its programs, projects and plans. It describes our goals and objectives for public engagement while also identifying specific approaches, techniques and opportunities for ongoing communication and interaction with the public. The plan outlines requirements for NJTPA-funded initiatives as well as ways the public can engage with the agency.



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 Minutes June 15, 2026

I. Roll Call of Members

Warren County Commissioner Jason J. Sarnoski, Chair of the Project Prioritization Committee (PPC), called the meeting to order at 10:30 a.m. Denise Truvillion, Central Staff, called the roll, and 11 PPC members and 11 members of the Planning and Economic Development Committee (PEDC) were present (Attachment 1).

II. Approval of Minutes

Union County moved the minutes of the April 20, 2026, joint committee meeting, Middlesex County seconded, and the motion carried with one abstention from Passaic County.

III. Regional Transportation Advisory Committee (RTAC) Update

Andras Holzmann, RTAC Chair, reported that the June 8th meeting was held in-person at the NJTPA office in Newark. He said he was happy to see strong participation from subregions and partner agencies, and it was great to see everyone in-person. He also thanked NJTPA Chair Charles Kenny for attending the meeting.

The meeting featured a presentation by Anisha Selvam, a recent graduate at NJIT. Her work was on Missing Middle Housing and the Use of Pattern Books, which define building types and design standards, and allows communities to see the types of housing that can be built.

The meeting included four information items:

- Resilience Hubs: A Community Roadmap
- Solicitations for the FY 28-29 Subregional Studies and Subregional Transportation Programs
- Active Transportation Plan Refinement Project

- Statewide Freight Plan Update

RTAC members also participated in a group discussion on Local Safety Action Plan Implementation. The NJTPA partnered with eight counties in the region to develop action plans to help county and local governments identify and prioritize safety improvements to reduce fatal and serious injury crashes. RTAC was also briefed on the four Action Items detailed in the meeting agenda package. The next RTAC meeting is scheduled for August 10th.

IV. Presentation: Powering Ahead for Somerset County

Warren County Commissioner Jason J. Sarnoski invited Somerset County Commissioner Sara Sooy to introduce the feature presentation. She said that Somerset County has undertaken a comprehensive electric vehicle (EV) study over the past year to develop a practical roadmap for fleet electrification and identify opportunities for charging infrastructure investment. The study provides a strategy to transition the county's fleet, prioritize charging infrastructure investments, and to position the county for future funding opportunities. Commissioner Sooy introduced Samantha De Andrea, Director of Planning, and Ken Wedeen, Supervising Transportation Planning and Planner, to present *Powering Ahead for Somerset County*, the county's EV study.

Ms. De Andrea explained that the study centers on three main objectives: building a tailored roadmap for a phased county fleet transition, identifying secondary charging corridors to complement the interstate network, and pinpointing public charging opportunities on county-owned properties.

Ms. De Andrea said through an initial needs assessment, the team identified charging gaps, emphasizing the importance of public options for residents in multifamily or rental housing who lack dedicated home charging. They also evaluated site feasibility factors like electrical access and flood risks. The study involved extensive community outreach, including technical committees, public workshops, and a survey that received 316 responses. By screening 43 county properties, the team narrowed the list down to 14 candidates, ultimately selecting three priority sites for Phase 1 implementation.

Mr. Wedeen said each of the priority locations will feature wayfinding signage, safety lighting, and ADA-compliant chargers. The first location is the Lord Sterling Park Environmental Education Center in northern Somerset County, which will feature six Level 2 chargers at an estimated capital cost of \$300,000. The second site is the Howe Athletic Complex at Colonial Park, a high-traffic regional amenity well-suited for nearby apartment and townhouse residents, which is slated for eight Level 2 chargers. The third location is Mountain View Park in Hillsboro along the Route 206 corridor, which is planned for 14 Level 3 chargers with a larger infrastructure setup estimated at \$700,000 to accommodate future park expansions.

Mr. Wedeen also discussed the fleet transition strategy, which categorizes county vehicles into tiers based on market availability. Near-term vehicles like sedans and SUVs are ready for electrification now, while specialized heavy-duty construction vehicles will be monitored as the

technology matures. He emphasized the importance of coordinating early with utilities like PSE&G and JCP&L to verify grid capacity, using shared spaces such as the Bernie Field parking deck to maximize charger use, and thoroughly training staff on safe operations.

Next steps include an implementation timeline divided into three phases. Short-term goals over the next year focus on securing funding, finalizing priorities, and performing utility capacity checks. The mid-term phase, spanning one to five years, will cover design, permitting, procurement, and pilot deployments. The long-term plan involves monitoring use and evaluating emerging technology for heavy-duty vehicle conversions.

Following formal adoption by the Planning Board later this summer or early fall, the county will begin moving forward with engineering, design, and funding coordination.

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

V. Action Items

Project Prioritization Committee

Commissioner Sarnoski called on NJTPA Central Staff members to present the PPC action items:

1. Minor Amendment to the FY 2026-2029 Transportation Improvement Program as Requested by NJTPA.
 - Local CMAQ Initiatives, Regionwide
 - Small/Special Services Program, Statewide

Blythe Eaman said this minor amendment is to 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 Local Mobilities Initiative Program. 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 (UEZ) Shuttle Bus Program. The City plans to introduce new stops or establish an additional route and purchase of two buses.

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

Hudson County moved the item, the Governor's Authorities Unit seconded, and it carried unanimously.

2. Minor Amendment to the FY 2026-2029 Transportation Improvement Program as requested by NJDOT:
 - Bridge Deck/Superstructure Replacement Program, Statewide
 - Bridge Preventive Maintenance, Statewide
 - Bridge Replacement, Future Projects, Statewide
 - Electric Vehicle Infrastructure Program, Statewide

- Local Safety/High Risk Rural Roads Program, Regionwide
- Oak Tree Road Bridge, CR 604, Middlesex County
- Route 80 EB, Retaining Wall Replacement, Hardwick and Knowlton Townships, Warren County
- Route 80/15 Interchange, Morris County
- Route 287, Route 202 to Ramapo River, Morris, Bergen, and Passaic Counties
- Safety Programs, Statewide

John Witsch said the revisions listed in the documents align funding with anticipated need by releasing funds from projects not ready to advance in 2026 carrying unobligated balances and advancing or adding funds to those ready to authorize. A total of \$34 million is being removed from 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. Funding is being added to Oak Tree Road Bridge, Route 80/15 Interchange, and Route 287, Route 202 to Ramapo River projects and the Bridge Preventive Maintenance, Electric Vehicle Infrastructure, Local Safety/High Risk Rural Roads, and Safety programs. Funding for several projects is being adjusted to align with when the various phases of work will occur.

Commissioner Sarnoski asked what was changing for the Route 80 EB, Retaining Wall Replacement Project, noting Warren County has several concerns about this project. Mr. Witsch said the project was being pushed back to allow time for needed environmental work.

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

NJDOT moved the item, the NJ TRANSIT seconded, and it carried unanimously.

3. Modification to the FY 2026-2029 Transportation Improvement Program as requested by NJDOT

- Delaware & Raritan Canal Bridges, Hunterdon, Middlesex, and Somerset Counties
- Mobility and Systems Engineering Program, Statewide
- Route 4, Bridge over Palisade Avenue, Windsor Rd and CSX Railroad, Bergen County

Mr. Witsch said this modification removes \$16.805 million from the Delaware & Raritan Canal Bridges project so that it can be allocated to others that are ready to advance in FY 2026. This action adds \$17.2 million to the Mobility and Systems Engineering for Engineering and Construction to address ongoing ITS maintenance in FY 2026. It also adds \$15.1 million to the Route 4, Bridge over Palisade Avenue, Windsor Road and CSX Railroad for Construction in FY 2026 to address increased construction costs and utility relocation. A summary of the action item is included in the agenda package on page 36 [here](#).

Hunterdon County moved the item, Passaic County seconded, and it carried unanimously.

4. Modification to the FY 2026-2029 Transportation Improvement Program as Requested by NJTPA

- 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 in NJTPA Carbon Reduction Program funds to the NJ TRANSIT Section 5310 program to support Access Link, ADA Paratransit, and community transportation providers. It 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.

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

Sussex County moved the item, Middlesex County seconded, and it carried unanimously.

VI. Written Items

Commissioner Delisfort read the written items submitted by Central Staff and asked for questions from the committee members and participants. There were no questions.

1. FY2028-2029 Subregional Studies and Subregional Transportation Program Solicitations – Lois Goldman and Frank Tolbert
2. Active Transportation Plan Refinement – Peter Zambito
3. Safe Streets and Roads for All Advancement – Ms. Goldman

VII. Executive Director's Update

Mr. Behrend, NJTPA Executive Director, provided an update on the proposed federal transportation bill, which recently passed the House Transportation and Infrastructure Committee with a strong bipartisan vote of 62 to 2. Because the bill still requires full House and Senate approval, a continuing resolution will likely be needed to maintain steady funding at current levels in the interim. The bill authorizes \$580 billion over five years from FY 2027 to FY 2031, consisting of \$474.4 billion in guaranteed Highway Trust Fund money and \$106 billion subject to future general fund appropriations.

He said, compared to the current Bipartisan Infrastructure Law, overall funding is down, which raises concerns for our transit-reliant region. Specifically, highway funding decreases by just under 4 percent, transit drops by more than 15 percent, and Federal Railroad Administration funding is cut by nearly 44 percent, impacting Amtrak and freight projects outside of metropolitan planning organization (MPO) programming approval.

Despite these cuts, Mr. Behrend noted several positive shifts for MPOs like the NJTPA. Funding will increase year over year during the bill's lifespan, allowing the NJTPA and member subregions to expand planning work and use planning dollars for new activities like preliminary

design and local project fiscal administration. Furthermore, the Surface Transportation Block Grant Program is receiving a funding boost and expanded eligibility to open doors for more locally led projects.

The Highway Safety Improvement Program is also expanding its eligibility, potentially helping fund alternative transportation projects. Approximately 22 percent of federal transportation funding will be directed toward locally led projects, a 1 percent increase from the previous bill. These will be evaluated regionally alongside partner agencies like NJDOT to ensure better alignment with regional planning. Additionally, a new set-aside for locally owned bridges will be available through a competitive grant process developed by states and MPOs.

The Safe Streets and Roads for All program is being codified into permanent law under federal Title 23. While its planning set-aside drops from 40 percent to 5 percent to shift the focus to implementation, subregions should be in a good position to secure these dollars since local safety action plans are already in place or nearly finished. Conversely, the bill eliminates and reduces certain programs. The National Electric Vehicle Infrastructure program is being discontinued, shifting most EV initiatives to compete directly with traditional projects for CMAQ funds. The competitive and discretionary portions of the PROTECT resilience program are also being eliminated, though a formula component will remain.

In conclusion, Mr. Behrend said while the bill cuts or eliminates specific funding, it presents many positive proposals for MPOs and local governments through rare bipartisan teamwork. Detailed impact materials from the Association of Metropolitan Planning Organizations and National Association of Regional Councils are available for anyone interested.

Mr. Behrend invited Passaic County Commissioner John W. Bartlett to share news regarding his resignation from the NJTPA Board of Trustees. He congratulated Commissioner Barlett on his new appointment and thanked him for his hard work and dedication over the years.

Commissioner Bartlett said that at the time of the July meeting he will have resigned his position as County Commissioner to take the position of Chief Legal Officer for the Gateway Development Commission. He said the new position is an amazing opportunity and it is vital to the continued work of our region. He thanked his board colleagues, and NJTPA Central Staff for their exceptional work over the years. Several commissioners and subregional staff congratulated Commissioner Bartlett on his new position.

VIII. Other Items

Commissioner Delisfort reminded attendees that the Freight Initiatives Committee meeting will be held in the afternoon and thanked everyone for their participation.

There were no other items to discuss.

IX. Next Meeting

August 17, 2026, 10:30 a.m. (Virtual)

X. Adjournment

At 11:22 a.m., Passaic County made a motion to adjourn, Warren County seconded, and it carried unanimously.

**JOINT COMMITTEE MEETING
ATTENDANCE
June 15, 2026**

Project Prioritization Committee Members

- Hon. Jason J. Sarnoski, Chair, Warren County
- Joseph Baladi, Bergen County
- Mark Kataryniak, Hudson County
- Hon. Susan Soloway, Hunterdon County
- Hon. Charles Kenny, Middlesex County
- Michael Nei, Monmouth County
- Hon. John Bartlett, Passaic County
- Hon. Jack DeGroot, Sussex County
- Mike Manzella, New Jersey Department of Transportation (NJDOT)
- Megan Massey, NJ TRANSIT
- Blair Gerold, Governor's Authorities Unit

Planning and Economic Development Committee Members

- Hon. Michèle Delisfort, Chair, Union County
- Hon. Jack DeGroot, Sussex County
- David Antonio, Essex County
- Blair Gerold, Governor's Authorities Unit
- Hon. Charles Kenny, Middlesex County
- Hon. Stephen Shawe, Morris County
- Elias Guseman, Jersey City,
- James D. Adams, Newark
- Mike Manzella, NJDOT
- Megan Massey, NJ TRANSIT
- Hon. Sara Sooy, Somerset County

Other Attendees

- Various members of Central Staff
- Trevor Howard, City of Newark
- Bob Hornby, Hunterdon County
- Katherine Fullerton, Hunterdon County
- Andy Kaplan, Jersey City
- Andras Holzmann, Passaic County
- Kamal Saleh, Union County
- John Hayes, Morris County
- Tom Drabic, Sussex County
- Ken Wedeen, Somerset County
- Meghna Hari, Middlesex County

- Gina Rossi, NJDOT
- Tanner Thul, Hudson County
- Nathan Chadwick, NJ TRANSIT
- Samantha DeAndrea, Somerset County
- Bob Werkmeister
- Ryan Conklin, Warren County
- Jonathan Eagle, Warren County
- Addie Shiloh
- kmalaricjh

**DRAFT RESOLUTION: MINOR AMENDMENT TO THE FY 2026-2029
TRANSPORTATION IMPROVEMENT PROGRAM AS
REQUESTED BY THE NJDOT**

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

WHEREAS, the NJTPA adopted the FY 2026-2029 Transportation Improvement Program (TIP) on September 8, 2025; and

WHEREAS, the NJTPA on January 12, 2026 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 (STIP) and the NJTPA TIP; and

WHEREAS, the TIP may be revised any time; and

WHEREAS, according to the MOU when a new project is added or deleted, or federal funds are added to a program or project in the TIP above a specified threshold and a new air quality conformity determination is not required, this constitutes a minor amendment; and

WHEREAS, the NJDOT has requested a minor amendment to the FY 2026-2029 TIP to add the South Main Street, Bridge over Washington Secondary (Conrail) project (DBNUM 21365); and

WHEREAS, fiscal constraint is maintained for these changes through funds available from unobligated prior year balances and fiscal constraint bank; and

WHEREAS, the project is exempt from 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 these actions; 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 these actions; 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 amendments to the FY 2026- 2029 Transportation Improvement Program.

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

Summary of Action
Minor Amendment to the FY 2026 – 2029 Transportation Improvement Program
as requested by NJDOT

Action:

Authorization to amend the Transportation Improvement Program (TIP) for the item(s) listed below, as requested by NJDOT and outlined in the accompanying documentation.

- **South Main Street, Bridge over Washington Secondary (Conrail), Warren County - DBNUM 21365**

Background:

NJTPA Central Staff, in coordination with the relevant subregions, have conducted a review of the requested amendment. The air quality conformity determination remains unaffected, and fiscal constraint continues to be upheld.

According to the STIP/TIP Memorandum of Understanding, when a new project is added or deleted, or funds are added above the specified threshold (and a new air quality conformity determination is not required), this constitutes a minor amendment, and action is required by the NJTPA Project Prioritization Committee and the Board of Trustees. This TIP revision falls within the MOU guidelines to be approved as a minor amendment.

Justification for Action:

Approval of this revision to the FY 2026-2029 TIP will allow the funds to be programmed as stated in the attached documents.

Staff Recommendation:

Central Staff recommends approval of this action.

NJTPA TIP FY 2026 - 2029 Revision Package ID # 26022

South Main Street, Bridge over Washington Secondary (Conrail) - 21365

Project Description

South Main Street, Bridge over Washington Secondary (Conrail) rehabilitation/replacement.

DBNUM 21365 sponsored by NJDOT, is located in Warren County, including Phillipsburg Town at mileposts "0.43", and is classified as a Bridge Preservation project with an air quality code "S19 (Exempt)". The estimated total cost is \$16.214 million.

Requested TIP Revision

Action Taken

This request is to add this project to the TIP with \$2.600 million of National Highway Performance Program (NHPP) funds for Preliminary Engineering (PE) in FFY 2027, \$2.900 million of NHPP funds for Final Design (DES) in FFY 2030, \$0.634 million of NHPP funds for Right-of-Way (ROW) acquisition in FFY 2030, and \$10.080 million of NHPP funds for Construction (CON) in FFY 2032.

Reason for Change

This action is necessary as the bridge is currently closed for emergency repair and is in need of a structural replacement.

Fiscal Constraint

Fiscal constraint is maintained through federal funds available from prior year unobligated balances and fiscal constraint bank.

TIP Transaction

Pending TIP Programming Table

MPO	PHASE	FUND	2026	2027	2028	2029	Total	2030-2035
NJTPA	PE	NHPP		2.600			2.600	
NJTPA	DES	NHPP						2.900
NJTPA	ROW	NHPP						0.634
NJTPA	CON	NHPP						10.080
TOTAL (\$ million)				2.600			2.600	13.614

Summary of Action
Modification to the FY 2026 – 2029 Transportation Improvement Program
as requested by NJDOT

Action:

Authorization to revise the Transportation Improvement Program (TIP) for the item(s) listed below, as requested by NJDOT and outlined in the accompanying documentation.

- **Route 440, Route 95 to Kreil St, Middlesex County - DBNUM 14355**

Background:

NJTPA Central Staff, in coordination with the relevant subregions, have conducted a review of the requested amendment. The air quality conformity determination remains unaffected, and fiscal constraint continues to be upheld.

According to the STIP/TIP Memorandum of Understanding, when federal funds at a specified threshold are added to a project or program, the request requires action by the NJTPA Project Prioritization Committee, with no further action required by the full Board of Trustees. The requested revisions fall within the MOU guidelines and specified threshold to be approved by the Project Prioritization Committee.

Justification for Action:

Approval of this revision to the FY 2026-2029 TIP will allow the funds to be programmed as stated in the attached documents.

Staff Recommendation:

Central Staff recommends approval of this action.

NJTPA TIP FY 2026 - 2029 Revision Package ID # 26024

Route 440, Route 95 to Kreil St - 14355

Project Description

Initiated from the Pavement Management System, this project will address reconstruction of concrete pavement within the project limits. Entrance/Exit Ramps at the various interchanges will be milled and resurfaced as well.

DBNUM 14355 sponsored by NJDOT, is located in Middlesex County, including Edison Twp, Woodbridge Twp, Perth Amboy City at mileposts "0.05 - 4.0", and is classified as a Road Preservation project with an air quality code "S10 (Exempt)". The estimated total cost is \$310.432 million.

Requested TIP Revision

Action Taken

This request is to add \$6.000 million of National Highway Performance Program (NHPP) funds for Final Design (DES) work in FFY 2026, increasing the total from \$18.000 million to \$24.000 million.

Reason for Change

This action is necessary to support an estimated increase in final design which involves significant roadway, structural, geotechnical, and environmental work.

Fiscal Constraint

Fiscal constraint is maintained through federal funds available from prior year unobligated balances.

TIP Transaction

Current TIP Programming Table

MPO	PHASE	FUND	2026	2027	2028	2029	Total	2030-2035
NJTPA	DES	NHPP	18.000				18.000	
NJTPA	ROW	NHPP		7.000			7.000	
NJTPA	CON	NHPP						213.000
TOTAL (\$ million)			18.000	7.000			25.000	213.000

Pending TIP Programming Table

MPO	PHASE	FUND	2026	2027	2028	2029	Total	2030-2035
NJTPA	DES	NHPP	24.000				24.000	
NJTPA	ROW	NHPP		7.000			7.000	
NJTPA	CON	NHPP						213.000
TOTAL (\$ million)			24.000	7.000			31.000	213.000

**DRAFT RESOLUTION: ENDORSEMENT OF ESTABLISHED TRAFFIC
CONGESTION PERFORMANCE MEASURE TARGETS FOR
THE NEW YORK-JERSEY CITY-NEWARK, TRENTON,
AND ALLENTOWN URBANIZED AREAS**

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, Title 23, Section 134 of the United States Code requires that each MPO undertake a transportation planning process that shall provide for the establishment and use of a performance-based approach to transportation decision-making to support national goals; and that each MPO shall establish performance targets that address the performance measures to use in tracking progress toward attainment of critical outcomes for the region; and

WHEREAS, the Federal Highway Administration (FHWA) rule on performance management related to the Congestion Mitigation and Air Quality Improvement Program requires that MPOs and state departments of transportation with National Highway System (NHS) facilities within certain urbanized areas coordinate and jointly set single performance targets for the two traffic congestion measures—percent non-single occupant vehicle travel (non-SOV) and peak hour excessive delay per capita (PHED); and

WHEREAS, the third four-year performance period (2026-2029) is underway and performance measure targets are to be set for two-year and four-year time horizons, which for non-SOV refer to 2022-2026 and 2024-2028 conditions, respectively (based on five-year American Community Survey (ACS) estimates), and for PHED represent 2027 and 2029 conditions, respectively (based on annual National Performance Measure Research Data Set (NPMRDS) data); and

WHEREAS, the NJTPA is subject to these target-setting requirements for three large urbanized areas: the New York–Jersey City–Newark, NY–NJ Urbanized Area (NYC UZA), the Trenton, NJ Urbanized Area (Trenton UZA), and the Allentown–Bethlehem, PA–NJ Urbanized Area (Allentown UZA); and

WHEREAS, the NJTPA coordinated on analyzing trends and developing appropriate traffic congestion targets within the NYC UZA with the New Jersey Department of Transportation (NJDOT), the New York State Department of Transportation, the New York Metropolitan Transportation Council, and the Delaware Valley Regional Planning Commission (DVRPC); and

WHEREAS, the NJTPA coordinated on analyzing trends and developing appropriate traffic congestion targets within the Trenton UZA with NJDOT and DVRPC; and

WHEREAS, the NJTPA coordinated on analyzing trends and developing appropriate traffic congestion targets within the Allentown UZA with NJDOT, the Pennsylvania Department of Transportation, the Lehigh Valley Transportation Study, DVRPC, and the Reading Area Transportation Study; and

WHEREAS, the agreed upon NYC UZA non-SOV two-year target is a slight decrease to 55.7 percent (from 56.3 percent, based on 2020-2024 ACS data), and the four-year target is a slight increase to 55.7 percent; and

WHEREAS, the agreed upon NYC UZA PHED two-year and four-year targets are to maintain the 24.0 person-hours/person (based on 2025 NPMRDS data); and

WHEREAS, the agreed upon Trenton UZA non-SOV two-year target is a slight decrease to 35.0 percent (from the 2020-2024 ACS value of 37.1 percent), and the four-year target is a slight increase to 35.1 percent; and

WHEREAS, the agreed upon Trenton UZA PHED two-year target is an increase to 10.0 person-hours/person (up from 8.4 in 2025), and the four-year target is a subsequent slight decrease to 9.9 person-hours/person; and

WHEREAS, the agreed upon Allentown UZA non-SOV two-year and four-year targets are a slight decrease to 26.3 percent (from the 2020-2024 ACS value of 26.8 percent); and

WHEREAS, the agreed upon Allentown UZA PHED two-year and four-year targets are 11.6 person-hours/person (up from 9.8 in 2025); and

WHEREAS, the agreed upon targets appropriately reflect and will serve as suitable benchmarks for the planning goals and desired outcomes for the projects and programs of the NJTPA Long Range Transportation Plan and TIP; and

WHEREAS, FHWA regulations allow MPOs to adjust the four-year targets at the midpoint of the four-year performance period (by October 1, 2028); 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 endorses the agreed upon traffic congestion measure targets for the New York-Jersey City-Newark UZA, the Trenton UZA, and the Allentown UZA; and

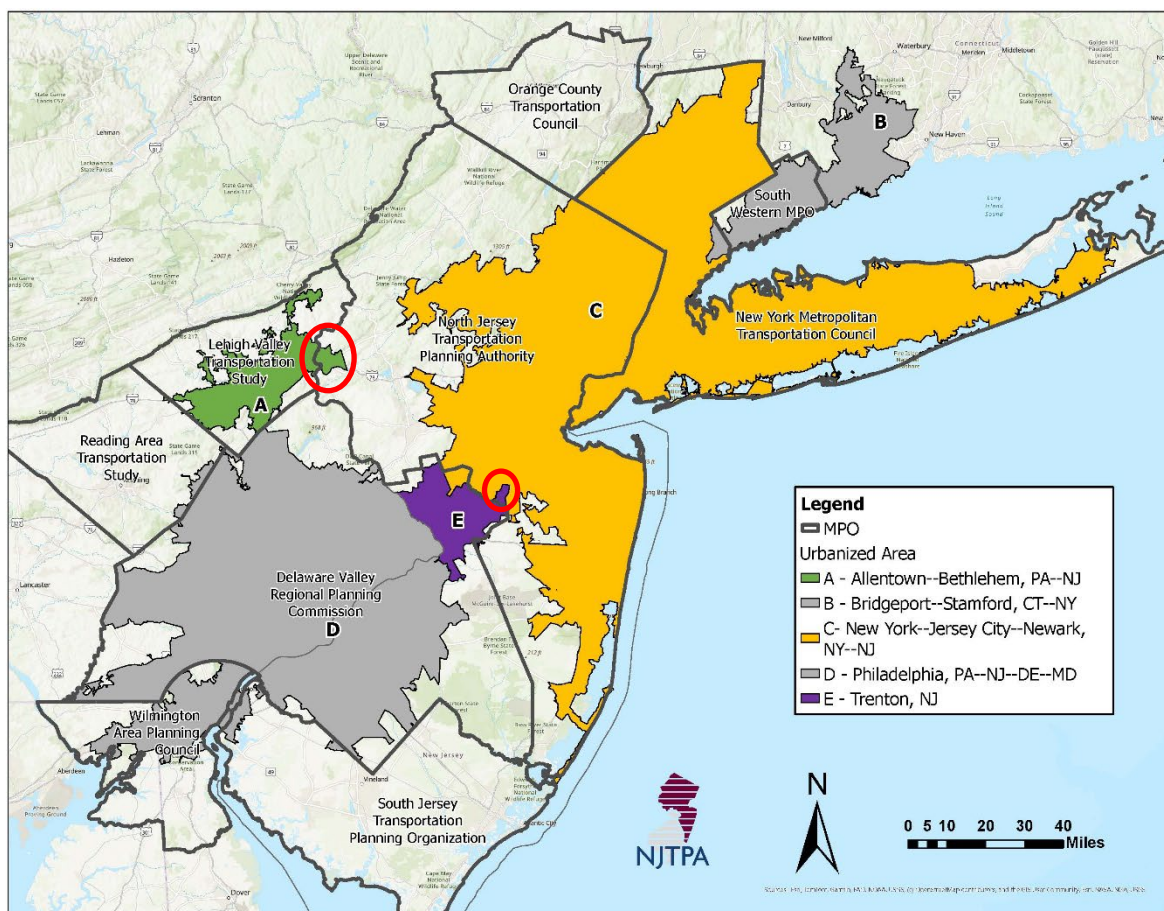
BE IT FURTHER RESOLVED that a copy of this resolution be forwarded to the New Jersey Department of Transportation for submission to the Federal Highway Administration.

Summary of Action

Endorsement of Established Traffic Congestion Performance Measure Targets for the New York-Jersey City-Newark, Trenton, and Allentown Urbanized Areas

Action: Endorsement of established quantitative targets for Congestion Mitigation and Air Quality Improvement (CMAQ) traffic congestion performance measures—percent non-single occupant vehicle (non-SOV) travel, and peak hour excessive delay (PHED) per capita—for the New York-Jersey City-Newark, NY-NJ (NYC), Trenton, NJ, and Allentown, PA-NJ urbanized areas.

Background: Among other national performance measures, regulations from the Federal Highway Administration's (FHWA) establish standard CMAQ Program traffic congestion performance measures. With the third four-year performance period (2026-2029) now underway, these traffic congestion performance measures are applicable to all urbanized areas (UZAs) with over 200,000 population that include National Highway System (NHS) mileage and have designated air quality nonattainment or maintenance areas for ozone (O₃), carbon monoxide (CO), or particulate matter (PM₁₀ and PM_{2.5}). The NJTPA planning area overlaps three such UZAs: the majority of the region is within the NYC UZA and small portions are in the Trenton, and Allentown-Bethlehem UZAs.



For each of the national performance measures, the requirements dictate that states and MPOs collaborate closely on: collecting data, reporting performance to FHWA, and setting short term

(generally two- and four-year) targets for their specific jurisdictions. These targets are to support agency performance-based planning and programming and to be included in documents such as the Long Range Transportation Plan and Transportation Improvement Program. The NJTPA is required to participate in collaborative setting of unified targets for each of the NYC, Trenton, and Allentown UZAs.

These targets will complement those for other performance measures in areas of travel time reliability, emissions reduction, and roadway and transit safety and infrastructure conditions.

The traffic congestion measures are:

- percent non-SOV travel
- PHED per capita

Representatives from the MPOs and state departments of transportation (DOTs) in each of the three urbanized areas worked to identify and agree upon the single, unified two- and four-year targets for each measure for each UZA, with the understanding that FHWA regulations allow the four-year targets to be adjusted midway through the performance period (by October 1, 2028).

Percent non-SOV travel

This performance measure recognizes the role that single-occupant vehicles play in contributing to traffic congestion and pollutant emissions. Percent non-SOV travel for the urbanized area is calculated using U.S. Census American Community Survey (ACS) data about journey-to-work trips. Non-SOV includes anything other than driving alone, including carpool, train, bus, walk, bike, taxi, rideshare, and even working at home.

NYC UZA

The most current data (from the 2020-2024 five-year ACS) shows that over half (**56.3 percent**) of the residents used a non-SOV mode as their primary commute mode. The percent non-SOV travel (particularly from the one-year ACS data) showed a significant increase due to increased working from home following the COVID-19 pandemic (even as transit use diminished). It appears as if, based on one-year ACS data, that working from home has declined somewhat from the peak COVID conditions, but is settling in at a level still much higher than pre-pandemic levels. Conversely, transit use, which declined immediately following the COVID lockdowns, has increased in recent years, although not to pre-pandemic levels. However, the increased working from home has overcome the decreased transit use, resulting in a total percent non-SOV that is substantially higher than pre-pandemic values.

For target setting, the agency discussions highlighted these recent changes and other considerations, including: consistency with policy goals, long-range forecasts, other trends in population, employment and ridesharing, public transit capacity constraints, the limited short-term impact of transportation projects and programs, the potential impacts of New York City Central Business District tolling, and the uncertainty from numerous external factors, including long-term commuter behavior changes, and fluctuations in energy prices, inflation, and public sector budgets.

The group noted that although some workers are returning to offices after working from home during the height of the pandemic, telecommuting is likely to remain higher than pre-pandemic levels, at least in the near term. Because telecommuting counts as a non-SOV mode, this would increase the share of non-SOV commuters compared with pre-pandemic conditions. However, some commuters who previously used transit may shift to driving alone, which would lower the share of non-SOV commuters. As a result, the group anticipated that the sharp increase in non-

SOV commuting seen during the height of the pandemic would likely not be sustained.

However, it was recognized that the nature of the performance measure's data source—coming from surveys collected over a five-year time frame—means that surveys collected in prior years will continue to be included throughout this performance period. Thus, even to the extent that the pandemic impacts are transitory, any decreases in non-SOV travel would be diluted in the measurements.

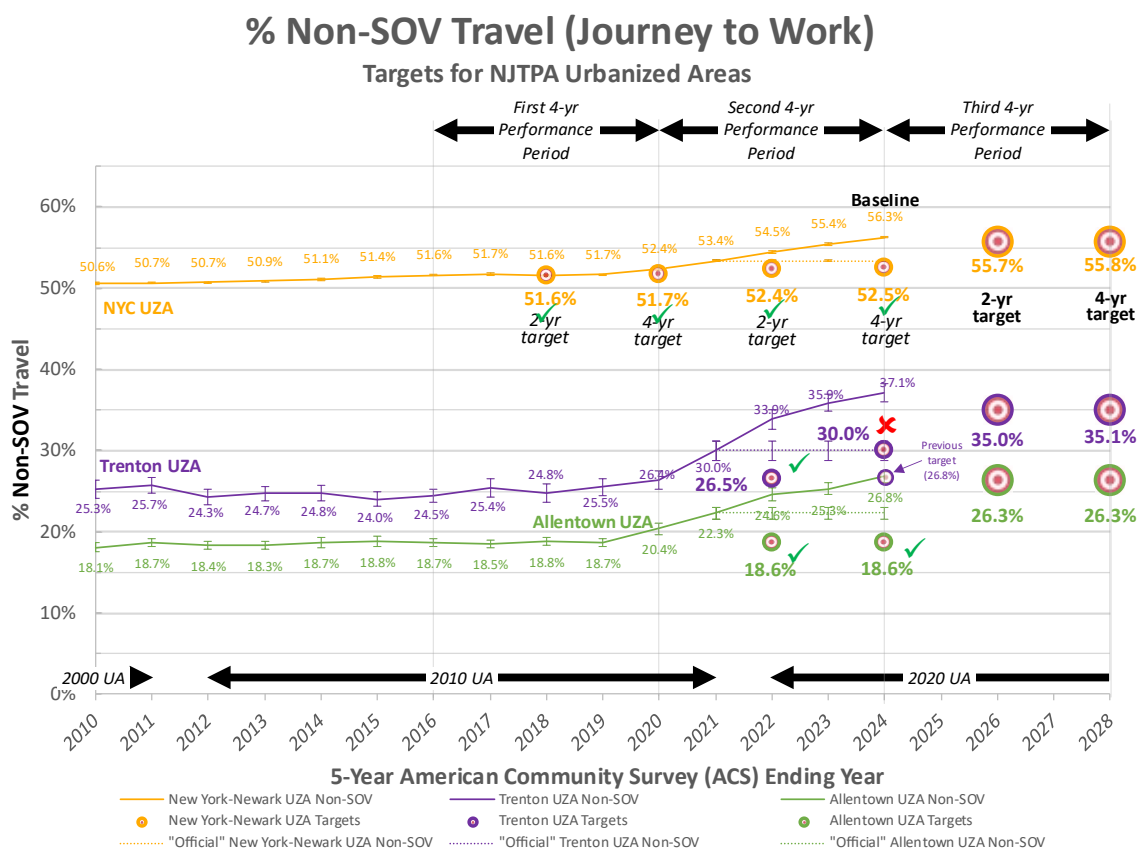
Based on these considerations, the NYC UZA MPOs and state DOTs agreed that an appropriate two-year target (corresponding to the 2022-2026 ACS) is **55.7 percent**; a slight decrease in non-SOV travel, and that an appropriate four-year target (corresponding to the 2024-2028 ACS) is **55.8 percent**, a slight increase.

Trenton UZA

Slightly more than one third (**37.1 percent**) of the residents used a non-SOV mode for their journey to work as reported by the 2020-2024 ACS. Similar to the NYC UZA, non-SOV use in this UZA has shown modest increases in recent years, and the agency discussions highlighted similar considerations and uncertainties as discussed in the NYC UZA. The Trenton UZA MPOs and state DOTs agreed that the two-year target would be **35 percent**, a decrease in the percent non-SOV travel, and that the four-year target would be **35.1 percent**, a slight increase.

Allentown UZA

Slightly more than one quarter (**26.8 percent**) of the residents used a non-SOV mode for their journey to work as reported by the 2020-2024 ACS. The Allentown UZA MPOs and state DOTs agreed to set both the two-year and four-year targets to **26.3%**, which is slightly below the baseline value.



Annual Hours of PHED Per Capita

This is a measure of congestion on all roadways of the National Highway System (mostly roads that are principal arterials or greater functional class) in the urbanized area. The measure sums up excessive delay experienced by travelers throughout an entire year on those roads, specifically during peak periods (weekdays from 6-10 a.m. and 3-7 p.m.).

Some levels of congestion are recognized as acceptable and are not counted by this measure. FHWA defines the threshold for excessive delay by considering travel slower than 20 miles per hour or 60 percent of the posted speed limit, whichever is greater. The excessive travel time is the time that is more than what it would take to travel at these threshold speeds. The “per capita” counts the total delay as shared by all residents; hence if some trips can be avoided or shifted to walking or biking or shifted out of the peak period, the measure would show improvement. The delay is added up for all travelers, however; hence a bus with 25 passengers excessively delayed by 10 minutes adds up to 250 person-minutes of delay.

Data for this measure is based largely on archived real-time statistics continuously reported at 15-minute intervals for the entire year in the National Performance Measure Research Data Set (NPMRDS). Other data on traffic volumes and vehicle types, distributions of traffic over the peak periods and estimates of vehicle occupancy are folded in. Annual person-hours of excessive delay on each roadway segment is added up for the entire urbanized area, and is then divided by the urbanized area population, to result in the final performance measure. For a deeper explanation of this performance measure, and an example of how it is calculated, view [the video](#), which is on the NJTPA Performance Measures web page.

The partner groups have compiled the best available data, with staff assisting various expert technical teams that provided the needed computations.

NYC UZA

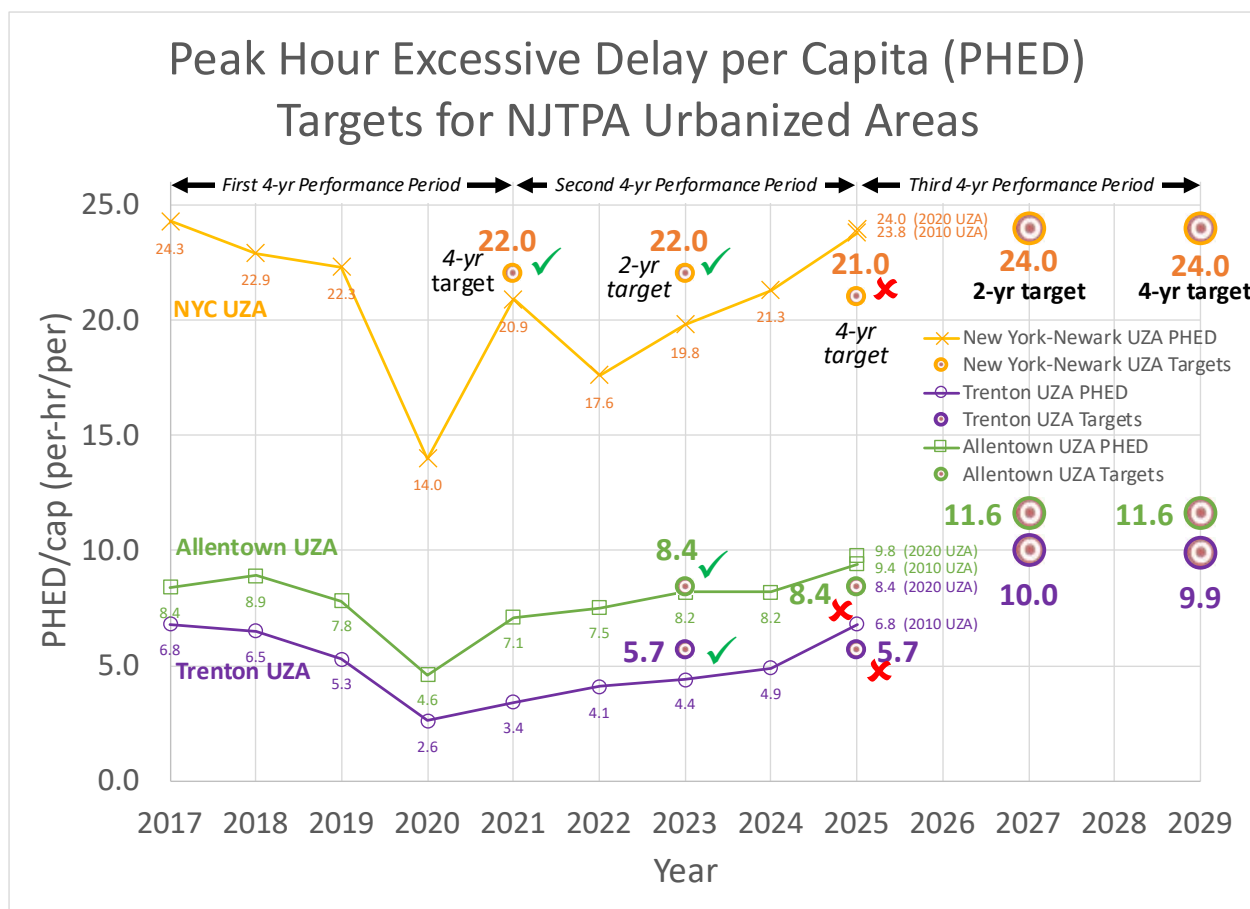
Based on data collected in 2025, this UZA experienced **24.0 person-hours per person** of PHED. Target discussions included similar considerations as for the percent non-SOV measure. The group noted that traffic has returned to pre-pandemic conditions, and that some construction projects may contribute to temporary increases in excessive delay. The group agreed that appropriate two-year (for 2027) and four-year (for 2029) targets would be to maintain the current level, at **24.0 person-hours per person**.

Trenton UZA

The estimate of current (2025) PHED is **8.4 person-hours per person**. The consensus two-year target represents an increase to **10.0 person-hours per person**, and the four-year target represents a subsequent slight decrease to **9.9 person-hours per person**.

Allentown UZA

The estimate of current (2025) PHED is **9.8 person-hours per person**. The consensus was to set both the two-year and four-year targets to **11.6 person-hours per person**, which represents a 10 percent increase in excessive delay from the baseline.



Target Summary

The following table summarizes the baseline and target values for each UZA and each measure.

Urbanized Area	Traffic Congestion Measure	Baseline	Two-Year Target	Four-Year Target
New York-Jersey City-Newark, NY-NJ	Percent non-SOV travel	56.3%	55.7%	55.8%
	PHED per capita	24.0	24.0	24.0
Trenton, NJ	Percent non-SOV travel	37.1%	35.0%	35.1%
	PHED per capita	8.4	10.0	9.9
Allentown-Bethlehem, PA-NJ	Percent non-SOV travel	26.8%	26.3%	26.3%
	PHED per capita	9.8	11.6	11.6

Justification for Action: The NJTPA is required to establish these performance measure targets to comply with federal regulations. In addition, these targets need to be established for incorporation in an NJTPA CMAQ Performance Plan, also required by federal regulations and due to NJDOT by October 1, 2026. These performance measure targets were collaboratively developed by the necessary partner agencies (all MPOs and state DOTs involved in each urbanized area). The targets were developed by examining various data sources and trends, along with established agency policy.

Staff Recommendation: Central Staff recommends approval of this action.

DRAFT RESOLUTION: APPROVAL OF CONGESTION MITIGATION AND AIR QUALITY EMISSIONS REDUCTION PERFORMANCE MEASURE TARGETS FOR THE NJTPA REGION

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

WHEREAS, the Federal Highway Administration (FHWA) rules on performance management require that MPOs and State departments of transportation coordinate on setting performance targets for Congestion Mitigation and Air Quality (CMAQ) emissions reduction performance measures within air quality nonattainment and maintenance areas; and

WHEREAS, the FHWA has determined that the NJTPA is subject to these target-setting requirements for its region, and must establish quantitative targets for CMAQ emissions reduction covering the two-year period Federal Fiscal Year (FFY) 2026-2027 and four-year period FFY 2026-2029 and biennially prepare a CMAQ Performance Plan; and

WHEREAS, the FHWA-established performance measures applicable to the NJTPA region include the emissions reductions, in kilograms per day, of two pollutants — carbon monoxide (CO), and fine particulate matter (PM_{2.5}) — and two ozone pollutant precursors — volatile organic compounds (VOC) and nitrogen oxides (NO_x); and

WHEREAS, for the third four-year performance period now underway, performance measure targets must be established and the CMAQ Performance Plan for meeting the targets submitted by each applicable MPO to its State DOT by October 1, 2026; and

WHEREAS, the NJTPA coordinated with the New Jersey Department of Transportation (NJDOT) and the other MPOs in New Jersey on analyzing trends and developing appropriate statewide and MPO regional targets for the required measures; and

WHEREAS, the NJTPA regional two-year cumulative target for CO is 46.396 kg/day and the four-year cumulative target is 91.643 kg/day; the two-year cumulative target for PM_{2.5} is 0.388 kg/day and the four-year cumulative target is 0.743 kg/day; the two-year cumulative target for VOC is 1.891 kg/day and the four-year cumulative target is 3.651 kg/day; and the two-year cumulative target for NO_x is 7.296 kg/day and the four-year cumulative target is 13.157 kg/day; and

WHEREAS, the NJTPA targets appropriately reflect and will serve as suitable

benchmarks for the planning goals and desired outcomes for the projects and programs of the NJTPA Long Range Transportation Plan and Transportation Improvement Program; and

WHEREAS, the four-year targets can be revised in the NJDOT mid performance period report to FHWA on October 1, 2028; 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 identified emissions reduction performance measure targets for the region; and

BE IT FURTHER RESOLVED that the NJTPA will prepare a CMAQ Performance Plan for submittal to NJDOT by October 1, 2026; 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.

Summary of Action

Approval of Congestion Mitigation and Air Quality Emissions Reduction Performance Measure Targets for the NJTPA Region

Action: Approval of NJTPA regional targets for carbon monoxide (CO), fine particulate matter (PM_{2.5}), volatile organic compounds (VOC) and nitrogen oxides (NO_x) pollutant emissions reductions from Congestion Mitigation and Air Quality (CMAQ) projects. The NJTPA will develop the required CMAQ Performance Plan for submittal to NJDOT by October 1, 2026.

Background: Among other national performance measures, regulations from the Federal Highway Administration (FHWA) establish standard performance measures covering emissions reductions from CMAQ projects. These measures support the goal of the CMAQ program to reduce on-road mobile source emissions.

For each of the national performance measures, states and metropolitan planning organizations (MPOs) are required to collaborate closely on collecting data, reporting performance to FHWA, and setting short term (generally two- and four-year) targets for their specific jurisdictions. These targets are to support agency performance-based planning and programming and to be included in documents such as the Long Range Transportation Plan and Transportation Improvement Program (TIP).

These targets will complement those for other performance measures in areas of travel time reliability, traffic congestion, and roadway and transit safety and infrastructure conditions.

FHWA regulations state that MPOs that contain nonattainment or maintenance areas that overlap an urbanized area with population over a million must establish quantitative two-year and four-year targets for the CMAQ emissions reduction measures and prepare a CMAQ Performance Plan. The entire NJTPA region has been designated by the U.S. Environmental Protection Agency (EPA) as a nonattainment area for ozone, and portions of the NJTPA region are maintenance areas for carbon monoxide (CO) and fine particulate matter (PM_{2.5}). Further, the NJTPA region overlaps the New York-Jersey City-Newark, NY-NJ Urbanized Area, which has a population above 1 million. Thus, the NJTPA is required to set targets for pollutant emissions reductions from CMAQ projects and prepare a CMAQ Performance Plan.

Separate emission reduction targets are required for each pollutant, or precursor, for which a region is in nonattainment or maintenance. For the NJTPA region, the applicable pollutants are CO and PM_{2.5}, along with the ozone precursors, VOC and NO_x.

Cumulative CMAQ Emission Reduction Measures and Targets

The required emissions reduction targets identify the amount of pollutant emissions (in kilograms per day, or kg/day) estimated to be reduced as a result of CMAQ-funded projects within the corresponding nonattainment or maintenance area(s), summed over the applicable federal fiscal

years (FFY). The two-year target represents the emissions reductions from CMAQ projects that will be first authorized within FFY 2026 or FFY 2027, while the four-year target represents the emissions reductions from CMAQ projects that will be first authorized within FFYs 2026, 2027, 2028, or 2029.

The New Jersey Air Quality Working Group (consisting of subject matter experts from the New Jersey Department of Transportation (NJDOT), the New Jersey Department of Environmental Protection (NJDEP), NJTPA, and New Jersey's other two MPOs) worked to identify and agree upon MPO-level baselines and targets for the emissions reductions from CMAQ projects. Because New Jersey is completely covered by MPOs, these MPO-level baselines and targets were added together to create the statewide baseline and targets.

As a baseline, the Air Quality Working Group examined emissions reductions from CMAQ projects authorized during the last four fiscal years (FFY 2022- 2025). The baseline used required data from the FHWA CMAQ Public Access System.

For target setting, the group considered the baseline and the partner agencies' commitment to sustaining the level of effort with CMAQ program pollutant reductions. Looking at the entire four-year baseline period was appropriate because of variations in specific projects from year to year. (The four-year sum also helps to address an accounting complexity for this measure — emission reduction benefits are assigned to the first year that projects are authorized, even if the benefits are spread over longer periods.) The CMAQ projects during the four-year baseline period were examined, and projects that were considered to be one-time projects (and thus not likely representative of future projects) were eliminated. The target setting also considered that vehicles are becoming cleaner over time, making it more challenging to achieve pollutant reductions by reducing vehicle miles traveled.

To identify targets, the total reduction for each pollutant was estimated for CMAQ projects that are expected to be authorized during the upcoming four fiscal years (FFY 2026–2029). The two-year target was set as the sum of the emissions reduction projections for FFY 2026-2027, and the four-year target was set as the sum of the emissions reduction projections for FFY 2026-2029. This results in the following table for the NJTPA region:

Table 1: CMAQ Targets for the NJTPA Region (kg/day)

Geography	Pollutant	Baseline (FFY2022-2025)	Two-Year Target (FFY2026-2027)	Four-Year Target (FFY2026-2029)
CO Maintenance Area	CO	<i>1,399.779</i>	<i>46.396</i>	<i>91.643</i>
PM _{2.5} Maintenance Area	PM _{2.5}	<i>78.661</i>	<i>0.388</i>	<i>0.743</i>
Ozone Nonattainment Area	VOC	<i>78.836</i>	<i>1.891</i>	<i>3.651</i>
	NO _x	<i>599.777</i>	<i>7.296</i>	<i>13.157</i>

Note that the two- and four-year targets are substantially lower than the baseline from FFY2022-2025. The elevated baseline emissions reductions are mostly due to a large signal optimization project (Ocean County) and two large intelligent transportation system (ITS) projects (Route 18 from Naricon Place to Knightsbridge Road/Route 287 SB Ramp and Route 23 from I-80 to CR 694) that were authorized in FFY2024. There are not similarly large ITS or signal optimization projects anticipated to be authorized in the upcoming four fiscal years.

Also note that FHWA regulations allow the four-year targets to be adjusted midway through the performance period (by October 1, 2028)

CMAQ Performance Plan

The NJTPA is required to prepare a CMAQ Performance Plan and submit it to NJDOT by October 1, 2026. This document covers both the final performance report for the second performance period (2022-2025) and the baseline performance report for the third performance period (2026-2029), and includes the following elements:

- Final condition/performance compared against the established four-year targets for CMAQ performance measures for the 2022-2025 performance period
- Baseline condition/performance and established two- and four-year targets for CMAQ performance measures for the 2026-2029 performance period:
- Description of projects identified for CMAQ funding (taken from the current NJTPA-approved TIP) and how such projects will contribute to achieving the performance targets

Justification for Action: To comply with federal regulations, the NJTPA is required to establish quantitative targets for CMAQ emission reduction performance measures for the region. The targets were developed by examining pertinent data sources and trends and are to continue to

improve air quality consistent with established agency policy. Following this Board action, NJTPA staff will prepare the required CMAQ Performance Plan for submittal to NJDOT by October 1, 2026.

Staff Recommendation: Central Staff recommends approval of this action.