



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

CHARLES KENNY, CHAIR
BOARD MEETING AGENDA

September 14, 2026

10:30 a.m.

One Newark Center, 17 Floor
Newark, New Jersey 07102

Public comments can be made in-person or via a special Zoom meeting link which requires registration in advance at NJTPA@NJTPA.org by Thursday, September 10.

- A. Open Public Meetings Act Compliance
- B. Salute to the Flag
- C. Roll Call
- D. Approval of Minutes
- E. Chair's Remarks
- F. Executive Director's Report
- G. Presentation: Better Streets for Every Community: How the National Association of City Transportation Officials (NACTO) and Its Members Turn Ideas into Action – Ryan Russo, Executive Director, NACTO
- H. Committee Reports/Action Items*
 - Project Prioritization Committee – Commissioner Jason J. Sarnoski, Chair
 1. Minor Amendment to the FY 2026-2029 Transportation Improvement Program as requested by the New Jersey Department of Transportation
 - South Main Street, Bridge over Washington Secondary (Conrail) Project, Warren County (Attachments H.1.a, H.1.b, H.1.c)
 - Planning and Economic Development Committee – Commissioner Michèle Delisfort, Chair
 1. Endorsement of Established Traffic Congestion Performance Measure Targets for the New York-Jersey City-Newark, Trenton, and Allentown Urbanized Areas (Attachments H.2.a, H.2.b)
 2. Approval of Congestion Mitigation and Air Quality Emissions Reduction Performance Measure Targets for the NJTPA Region (Attachments H.3.a, H.3.b, H.3.c)

- Freight Initiatives Committee – Commissioner Stephen Shaw, Chair

- I. Public Participation

- J. Time and Place of Next Meeting: The next meeting of the NJTPA is November 9, 2026, at 10:30 a.m. and will be held at One Newark Center (1085 Raymond Blvd.), Newark, NJ 07102.

- K. Adjournment

* Following the Committee Reports, there will be an opportunity for public comment prior to any Action Item vote.



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

Board Meeting Minutes

July 13, 2026

A. Open Public Meetings Act Compliance

Chairman Charles Kenny, Middlesex County Commissioner, called the meeting to order at 10:30 a.m. at Middlesex College in Edison. Denise Truvillion, Central Staff, reported that the meeting was being held in accordance with the Open Public Meetings Act, Chapter 231, P.L.1975. Adequate notice of the meeting was also forwarded to the *Star Ledger*, the *Asbury Park Press*, the *Courier News*, the *Home News Tribune*, the *New Jersey Herald*, and *The Daily Record*. It was also posted at the Essex County Hall of Records in Newark.

B. Salute to the Flag

The Chairman led the room in a salute to the flag.

C. Roll Call

Ms. Truvillion called the roll, and 18 voting members were in attendance. (Attachment 1).

D. Approval of Minutes

Hunterdon County made a motion to approve the minutes of the May 11, 2026, meeting; City of Newark seconded, and the motion carried unanimously.

E. Chair Remarks

Chairman Kenny welcomed everyone to the meeting and thanked Middlesex County College President Mark McCormick and staff members for hosting the NJTPA meeting and providing breakfast. He extended a special welcome to Megan Massey, Director of Transit Friendly Planning at NJ TRANSIT and a member of the NJTPA's Regional Transportation Advisory Committee. Ms. Massey gave the featured presentation on NJ TRANSIT's LAND Plan, an acronym for Leveraging Assets for Non-Farebox Dollars. The plan represents a major 30-year opportunity for NJ TRANSIT to generate new revenue and drive economic development across the region.

Chairman Kenny gave an overview of projects and programs in Middlesex County, including the Middlesex County Improvement Authority's partnership with NJ TRANSIT on a nearly \$70 million renovation of the 120-year-old New Brunswick Train Station. The upgraded station is designed to handle the anticipated influx of commuters and visitors from the New Jersey Health Life Sciences Exchange (HELIX) and continued growth at Rutgers University. The county will be among the anchor tenants in the HELIX complex, which will feature three state-of-the-art buildings encompassing more than 1.5 million square feet to house research labs, office space, and residential units, serving as home to the Rutgers Medical School and Nokia Bell Labs' East Coast Headquarters for Research and Development. He said this project serves as a prime example of what can be accomplished when working together to invest in infrastructure that strengthens communities, supports economic growth, and prepares the region for the future.

Citing a recent NJ.com op-ed by Assemblyman Andrew Maccurdy regarding the renovation of New York Penn Station, Chairman Kenny said increased track capacity for NJ TRANSIT trains is required to provide residents with faster, more reliable commutes, including additional options for a one-seat ride on the Raritan Valley Line.

As the federal government finalizes renovation plans through Amtrak, he stressed the critical need to engage federal representatives to ensure expanded capacity is included in the final design

Additionally, Chairman Kenny thanked Assemblyman Macurdy for inviting the NJTPA to present on its local technical assistance programs at his Legislative District Local Leaders Conference scheduled for later this month.

He shared that the NJTPA's Demonstration Library has been in high demand. Highland Park utilized materials for a recent FIFA watch party, and Perth Amboy plans to install a traffic calming demonstration on Hall Avenue next month as part of the NJTPA's Complete Streets Conceptualization Pilot Study. Roselle Park installed temporary curb extensions and flexible delineators throughout September at locations experiencing significant pedestrian traffic and illegal wrong-way driving.

Chairman Kenny also noted that he attended last month's in-person Regional Transportation Advisory Committee meeting, which featured a productive conversation on implementing Local Safety Action Plans. Middlesex County highlighted its own safety plan-related efforts underway.

The County recently started a Subregional Study to update the transportation and mobility element of its Master Plan. Through the same program two years ago, the county conducted Road Safety Audits at five locations to develop improvement recommendations and is now using that report to seek grant funding for implementation. The county also previously completed the Southern Middlesex County Freight Movement Study through the Subregional Studies Program, which recommended developing a North-South truck corridor to reduce truck traffic in residential areas by providing a dedicated route parallel to the New Jersey Turnpike and County Route 619. That recommendation is being explored further through the NJTPA's Freight Concept Development Program. Chairman Kenny said he looks forward to the outcome when the effort wraps up a year from now. While highlighting these Middlesex County examples, the Chair acknowledged that many subregions participate in these programs, laying the early planning foundation for future improvements, often funded with federal dollars, to make travel safer, more efficient, and more reliable.

In conclusion, Chairman Kenny extended the Board's best wishes and congratulations to former Passaic County Commissioner John Bartlett, a longtime member and former Chair. At the joint committee meeting last month, Commissioner Bartlett shared that he would be resigning from the County Board of Commissioners to become the Chief Legal Officer for the Gateway Development Commission. The Chair stated that while the Board will miss working with him, they look forward to his efforts to complete the Hudson Tunnel Project, which stands as one of the most critical transportation projects for the region and the entire country.

F. Executive Director's Report

NJTPA Executive Director David Behrend thanked Middlesex College and Dr. McCormick for hosting the meeting. Mr. Behrend reflected on the agency's FY 2026 achievements across planning programs aimed at moving communities from ideas to implementation.

Vibrant Places Program: Completed a placemaking plan for the Midtown Elizabeth Special Improvement District in partnership with Rutgers University.

Brownfields & Redevelopment: Partnered with NJIT's Center for Community Systems to provide technical assistance, assessments, and guidance to five Essex County communities, including four located along The Greenway, New Jersey's new state park. .

Street Smart NJ Campaign: Launched a pedestrian safety campaign last month in Asbury Park alongside Monmouth County Commissioner Director Thomas Arnone and city officials. The program recently surpassed 300 statewide partners.

Subregional Studies Program: Three studies concluded last month: Somerset County's Electric Vehicle Charging and Suitability Analysis, Jersey City's "Let's Move JC" transportation master plan, and Hunterdon County's bicycle plan.

In addition to the Middlesex County study Chairman Kenny mentioned, Passaic County is launching an Urban Core Trucking Study this fiscal year.

The NJTPA Received a potentially record-high number of applications for the FY 2028 funding round; staff is currently reviewing proposals.

Performance Measure Target Setting: Staff continue to coordinate with partners on federal target setting for safety, infrastructure, reliability, freight, and congestion.

US Department of Transportation Certification Review: The federally mandated review occurs every four years to maintain eligibility for federal funding. Staff are preparing for the USDOT’s site visit in October, and Board members and subregional partners are encouraged to participate.

In closing, Mr. Behrend announced the upcoming retirement of Ted Ritter after 25 years of service with the NJTPA, noting this was his final Board meeting. He thanked him for his extensive contributions to public engagement, videos, partner agency boards, the Morris Canal Working Group, and his participation and support in many other projects over the years. Chairman Kenny also congratulated Mr. Ritter on his upcoming retirement.

G. Presentation: NJ TRANSIT’s LAND Plan

Ms. Massey began her presentation by providing information about the Transit-Friendly Planning Program. This program sets the stage for NJ TRANSIT projects and stations on both privately and publicly owned land. This program has existed since the 1990s, and the NJ TRANSIT real estate team facilitates development on NJ TRANSIT-owned land.

NJ TRANSIT developed the Transit-Oriented Development policy to guide the development of walkable, mixed-use communities centered around transit friendly facilities in 2023.

The LAND Plan outlines how NJ TRANSIT can leverage part of its 8,000 acre real estate portfolio for development. Ms. Massey gave an overview of the key benefits of the Plan, including the following:

- \$1.2-1.9 billion incremental revenue to NJ TRANSIT
- \$10-14 billion in economic impact to New Jersey
- \$1.1-1.6 billion increase in municipal revenues
- 14,000-20,000 new housing units, including affordable housing units
- 30,000-50,000 New Jersey jobs created
- Solar power & Wetland restoration

The presentation included an overview of housing units, revenue projections and tax revenues for projects in various stages of completion.

Ms. Massey said NJ TRANSIT hosted its first LAND Plan industry day in April, showcasing 11 sites with development potential, including 34th Street in Bayonne, Liberty State Park Hudson-Bergen Light Rail, Koppers Coke in Kearny, Bergenline Avenue in Union City and Netherwood Station in Plainfield. The largest mixed-use projects underway include Metropark Station in Woodbridge, Somerville and Hoboken.

The full meeting, including questions and responses, can be found [here](#), and the meeting presentation can be found [here](#).

H. Committee Reports/Action Items

• Project Prioritization Committee

Hunterdon County Commissioner Susan Soloway gave the report and recommended the approval of the two action items before the Board. The first action item is an amendment to the FY 2026-2029 Transportation Improvement Program (TIP) transferring \$3.625 million in Congestion Mitigation and Air Quality program funds to NJ TRANSIT for two projects in Passaic County and associated administrative costs. These projects were selected through the NJTPA’s Local Mobility Initiatives Program, administered in partnership with NJ

TRANSIT. With approval of this action, the Passaic County MOVE Microtransit Program will receive nearly \$2.3 million to expand service into the City of Paterson, and the City of Passaic's Urban Enterprise Zone Shuttle Bus Program will receive \$1 million to expand operations and purchase two buses.

The second action item requested by the NJDOT includes TIP amendments that make changes to six programs and four projects to align funding with anticipated needs. This action will release funds from projects not ready to advance in Federal Fiscal Year 2026 and advance or add funds to those ready for authorization. The changes are as follows:

- Funding removed from two program lines: the Bridge Deck/Superstructure Replacement Program and the Bridge Replacement, Future Projects Program.
- Funds added to four program lines: the Bridge Preventive Maintenance Program, the Electric Vehicle Infrastructure Program, the Local Safety/High Risk Rural Roads Program, and Safety Programs.
- Funds added to three projects – Oak Tree Road Bridge in Middlesex County; the Route 80/15 Interchange in Morris County; and Route 287 from Route 202 to the Ramapo River, in Morris, Bergen and Passaic counties. Programming schedules for these projects are being adjusted to align with the anticipated construction schedules.
- Funding for the Route 80 Eastbound Retaining Wall replacement project in Warren County is being pushed back four years to provide time to complete environmental reviews and approvals required due to the project's location in the Delaware Water Gap National Recreation Area.

Action Item 1: Minor Amendments to the FY 2026-2029 Transportation Improvement Program as requested by NJTPA (Attachment H.1) [Details here on page 12.](#)

Passaic County moved the item, Governor's Authorities Unit seconded, and it passed unanimously.

Action Item 2: Minor Amendments to the FY 2026-2029 Transportation Improvement Program as requested by the New Jersey Department of Transportation (Attachment H.2) [Details here on page 18.](#)

Sussex County moved the item, Hudson County seconded, and it passed unanimously.

• **Planning and Economic Development Committee**

Union County Commissioner Michèle Delisfort reported on the activities of the Planning and Economic Development Committee at the joint meeting. Somerset County officials presented *Powering Ahead*, an electric vehicle study that created a practical fleet electrification roadmap, identified secondary charging corridors, and pinpointed public charging opportunities on county-owned properties. The study evaluated 43 county properties based on electrical access and flood risks, narrowing the list to 14 candidates and selecting three priority sites for the first Phase of implementation.

The presentation highlighted ADA-compliant chargers, wayfinding signage and safety lighting to be installed at Lord Sterling Park Environmental Education Center, Howe Athletic Complex at Colonial Park, and Mountain View Park as part of this first phase. The fleet plan also includes a phased implementation, with plans to electrify sedans and SUVs in the near-term, while monitoring the potential electrification of heavy-duty construction vehicles. The timeline includes short-term financial and design steps that can be completed in the next year, mid-term initiatives for the next one to five years, and long-term vehicle conversions. The final report was completed last month and will go before the Somerset County Planning Board for adoption this summer or early fall. Once adopted, engineering, design, and funding coordination will begin. Commissioner Delisfort also extended her congratulations to Mr. Ritter on his retirement.

Freight Initiatives Committee

Sussex County Commissioner Jack DeGroot presented the Freight Initiatives Committee report. The meeting included an update from NJTPA staff on the continuing work on Freight Concept Development Program Studies, including the Middlesex County North-South Truck Corridor Project, and the East Hanover Bridge Catenary Rail

Clearance Project. Consultants are developing alternatives for both studies to be presented to local officials and the public later this fiscal year.

The New Jersey Department of Transportation and its consultant, WSP, presented on the Statewide Freight Plan update and used live polling to gather input from participants, who identified priorities areas of focus, concern, and interest.

Committee members reports included; the Port Authority of New York New Jersey saying it continues to coordinate with the New York State and New Jersey departments of transportation on all FIFA-related activity, and their drone cargo pilot program had been underway for four weeks as of the meeting date.

I. Public Participation

There were no comments from the public.

Time and Place of Next Meeting

The next Board meeting is Monday, September 14, 2026, at NJTPA, One Newark Center, (1085 Raymond Blvd.), Newark, NJ 07102.

K. Adjournment

Hunterdon County made a motion to adjourn at 11:18 a.m.; Union County seconded, and it carried unanimously.

NORTH JERSEY TRANSPORTATION PLANNING AUTHORITY, INC.
Meeting of the Board of Trustees
Attendance Record: July 13, 2026

Voting Board Members/Alternates

Hon. Charles Kenny, Chair, Middlesex County
Ryan Conklin, Warren County
John Hayes, Morris County
Andras Holzmann, Passaic County
Hon. James J. Tedesco III, Bergen County
Hon. Michèle Delisfort, Union County
David Antonio, Essex County
Mark Kataryniak, Hudson County
Hon. Susan Soloway, Hunterdon County
Elias Guseman, City of Jersey City
James Adams, City of Newark
Joseph Ettore, Monmouth County
Hon. Frank Sadeghi, Ocean County
Hon. Jack DeGroot, Sussex County
Blair Gerold, Office of the Governor
Mike Manzella, NJDOT
John Dean, NJ TRANSIT
Jay Shuffield, PANYNJ

Other Attendees

Various members of Central Staff
Ted Del Guercio, III, McManimon, Scotland & Baumann, LLC
Edward Murray, Photographer
Bob Werkmeister, GPI
Samantha DeAndrea, Somerset County
Andrew Lappitt, Middlesex County
Ryan Sprong, Morris County
Ricardo Matias, Union County
Kamal Saleh, Union County
Bob Hornby, Hunterdon County
Alan Hunt, Hunterdon County
Trevor Howard, City of Newark
Mark Jehnke, Ocean County
Tom Drabic, Sussex County
Megan Massey, NJ TRANSIT
RJ Palladino, NJ TRANSIT

Approved July 13, 2026

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

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, 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 and the NJTPA TIP; and

WHEREAS, the TIP may be revised any time; and

WHEREAS, according to the MOU when a project is added or funds are added above the 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 transfer and flex funding from the Local Congestion Mitigation and Air Quality (CMAQ) Initiatives Program (DBNUM X065) to the Small/Special Services Program (DBNUM T120) to advance two transit projects located in Passaic County, selected under the NJTPA Local Mobility Initiatives Program;

WHEREAS, fiscal constraint is maintained by adding federal funds available from the Local CMAQ Initiative Program; and

WHEREAS, these minor amendments are exempt from an air quality conformity analysis as per the Transportation Conformity Rule (40 CFR 93.126 and 93.127) and do 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 minor amendments to the FY 2026-2029 Transportation Improvement Program.

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

Approved July 13, 2026

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

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, 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 and the NJTPA TIP; and

WHEREAS, the TIP may be revised any time; and

WHEREAS, according to the MOU when a 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

WHEREAS, the NJDOT has requested a minor amendment to the FY 2026-2029 TIP to align funding with anticipated need and/or increase federal funds to the Bridge Preventive Maintenance Program (DBNUM 13323); Electric Vehicle Infrastructure Program (DBNUM 22350); Local Safety/High Risk Rural Roads Program (DBNUM 04314); Oak Tree Road Bridge, CR 604 (DBNUM 99316); Route 80 EB, Retaining Wall Replacement (DBNUM 22360); Route 80/15 Interchange (DBNUM 93139); Route 287, Route 202 to Ramapo River (DBNUM 14359); and Safety Programs (DBNUM 19370); and to remove federal funds on the Bridge Deck/Superstructure Replacement Program (DBNUM 03304) and Bridge Replacement, Future Projects (DBNUM 08381); and

WHEREAS, fiscal constraint is maintained by adding federal funds available from unobligated balances and through a fiscal constraint bank which contains a net zero or positive balance in the first four years (FY 26 through FY 29) of the TIP; and

WHEREAS, these minor amendments are exempt from an air quality conformity analysis as per the Transportation Conformity Rule (40 CFR 93.126 and 93.127) and do 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 minor 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.

**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

**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

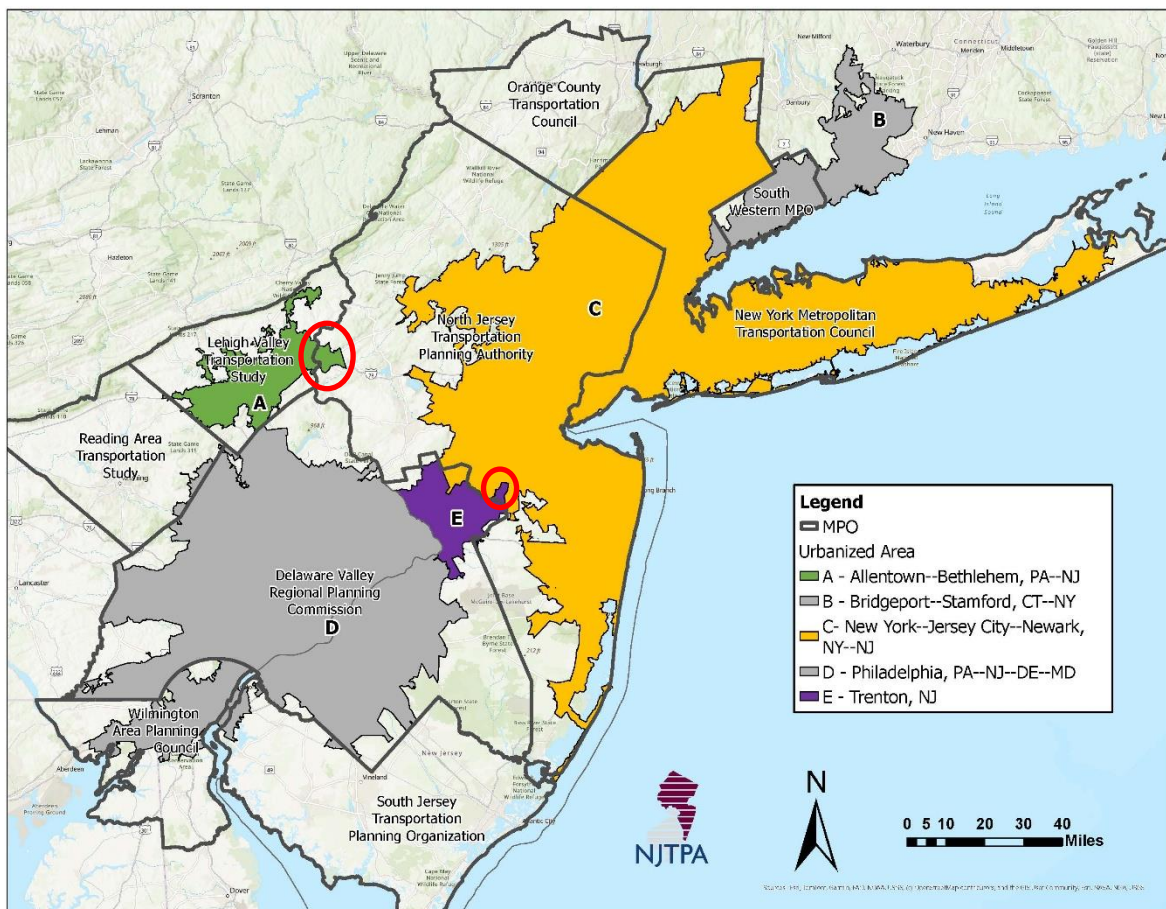
BE IT FURTHER RESOLVED that a copy of this resolution be forwarded to the New Jersey Department of Transportation for submission to the Federal Highway Administration.

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 (O_3), carbon monoxide (CO), or particulate matter (PM_{10} 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.

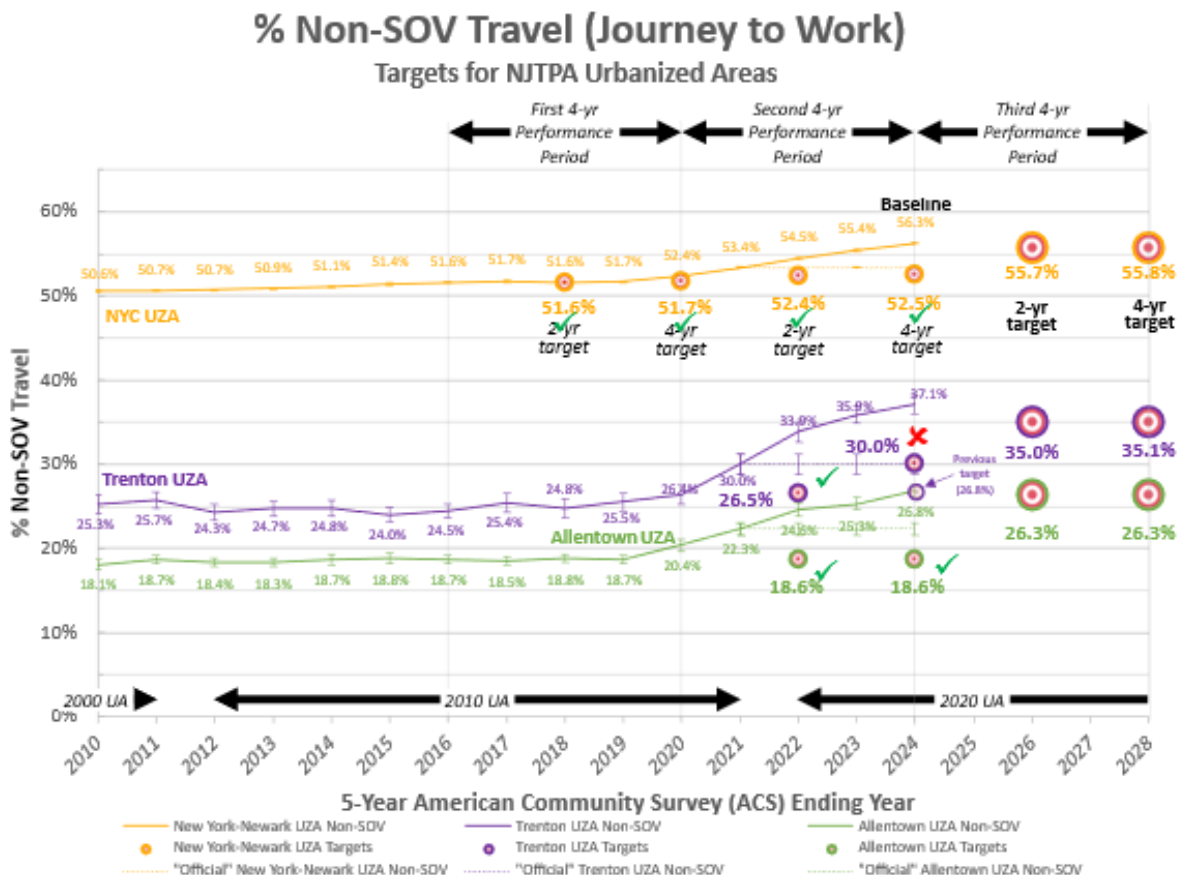
Based on these considerations, the NYC UZA MPOs and state DOTs agreed that an appropriate two-year target (corresponding to the 2022-2026 ACS) is **55.7 percent**; a slight decrease in non-SOV travel, and that an appropriate four-year target (corresponding to the 2024-2028 ACS) is **55.8 percent**, a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

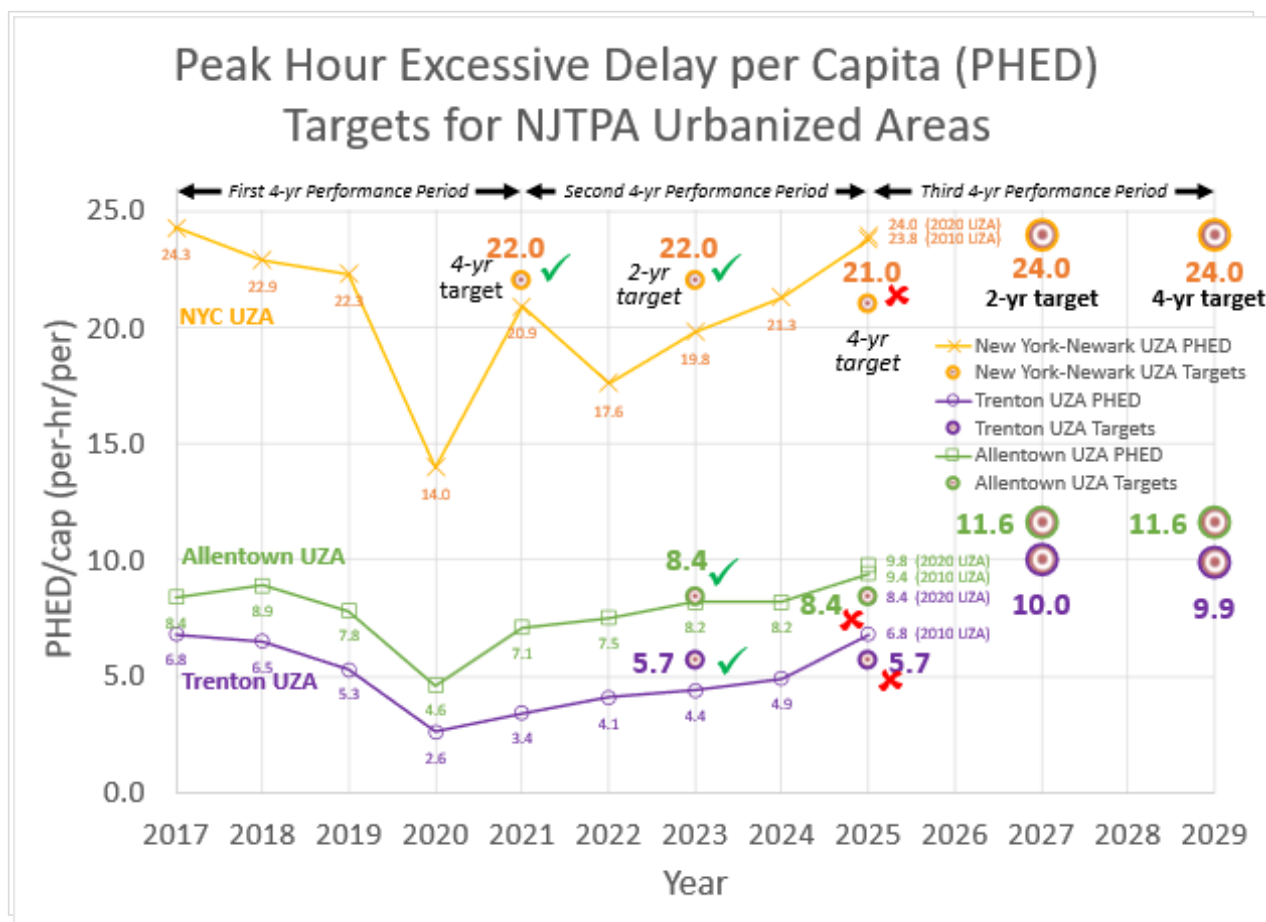
Based on data collected in 2025, this UZA experienced **24.0 person-hours per person** of PHED. Target discussions included similar considerations as for the percent non-SOV measure. The group noted that traffic has returned to pre-pandemic conditions, and that some construction projects may contribute 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 CO and 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 FFY 2022-2025. 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 FFY 2024. 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.