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NJTPA
NORTH JERSEY TRANSPORTATION PLANNING AUTHORITY

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Charles Kenny, Chair
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David W. Behrend, Executive Director

PROJECT PRIORITIZATION COMMITTEE
Commissioner Jason J. Sarnoski – Chair
Commissioner Sara Sooy – Vice Chair

PLANNING AND ECONOMIC DEVELOPMENT COMMITTEE
Commissioner Michèle Delisfort – Chair
Commissioner Jack DeGroot – Vice Chair

Joint Meeting Minutes
August 17, 2026

I. Roll Call of Members

Somerset County Commissioner Sara Sooy, Vice 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 Project Prioritization Committee and 13 Planning and Economic Development Committee (PEDC) members were present (Attachment 1).

II. Approval of Minutes

Morris County moved the minutes of the June 15, 2026, joint committee meeting, Hunterdon County seconded, and the motion carried with two abstentions, one from Ocean County, and one from Passaic County.

III. Regional Transportation Advisory Committee (RTAC) Update

Andras Holzmann, RTAC Chair, reported on the August 10 meeting. The meeting featured a presentation from Cate Heady, Research Project Coordinator at the Alan M. Voorhees Transportation Center. Ms. Heady described the steps taken to develop a culture and arts placemaking plan for Midtown Elizabeth, a special improvement district with a broader branding initiative called Discover Elizabeth Arts & Culture. This project was completed through the NJTPA's Vibrant Places Program, which is currently accepting applications for Fiscal Year 2027. Avnish Gupta, of EZ Ride, presented a Transportation Management Associations Update, highlighting how the eight TMAs provide human services transportation support to counties in the NJTPA region.

The meeting included three information items including:

- The FY 2028 Subregional Transportation Program Solicitation Comments
- A Financial Plan Update on the Rumson-Sea Bright Bridge in Monmouth County

- A Competitive Grants and Congressionally Directed Spending Update on the Paterson-Newark Transit Market Project and Newark-Jersey City Turnpike Route 280 to Route 7 Project in Hudson County

Written items for the meeting included:

- An update on the Active Transportation Plan Refinement, letting us know the website and survey have launched; and
- A reminder to review the Draft NJTPA Public Engagement Plan prior to the public comment period, which begins later this month.

RTAC was also briefed on four Action Items, three of them are detailed in your agenda package for today's meeting. The next RTAC meeting is scheduled for October 13th.

IV. Presentation: Hunterdon County Bicycle Plan

Somerset County Commissioner and Project Prioritization Committee Vice Chair, Sara Sooy introduced Katherine Fullerton, Supervising Planner of Hunterdon County, to present the *Hunterdon County Bicycle Plan.*

Katherine Fullerton presented an overview of the new Hunterdon County Bicycle Plan, developed in collaboration with Michael Baker International. This plan provides a long-term vision and goals to guide smart trail investments, using data and community input to include county, regional, and state safety goals. Ms. Fullerton said this initiative grew out of the 2018 Strategic Park and Open Space Plan and was driven largely by residents wanting better access to preserved land. Hunterdon County has a population of approximately 131,708 residents, it is low-density with a 20 percent population of residents over 65, minimal public transit, and sidewalks mostly tucked into small towns. The plan aligns with the Hunterdon County Local Safety Action Plan, and NJTPA's Regional Active Transportation Plan. Over 25 percent of the land is preserved, which creates some logistical hurdles around reservoirs and farmland. Currently, Hunterdon County is a hot spot for recreational cycling, with a goal of making biking a practical, safe choice for everyday errands—for everyone, regardless of age or skill.

Ms. Fullerton said the team relied heavily on data mapping, past studies, and community outreach. They hosted three mapping workshops, three public meetings, two walk audits, an interactive online map, and coordinated continuously with an advisory committee (including county engineering, NJTPA, NJDOT, and NJ Transit).

The feedback indicated the following:

- Sixty-two percent of current trips are for recreation, but people really want safer routes for everyday travel.
- Drivers going too fast, poor road maintenance, and reckless behavior are the top worries.
- The destinations are already there; people just need safe ways to connect to them.

Ms. Fullerton said the current network relies almost entirely on unpaved trails, with virtually no on-street bike infrastructure in populated areas. Out of 1,412 total road miles, nearly every county-owned road is rated "high-stress" due to narrow lanes and high-speed limits. Crash data combined with the Local Safety Action Plan indicates that a lack of safe alternatives routinely forces cyclists and pedestrians on dangerous high-speed highways.

The final plan for the proposed network outlines 14 key corridors, expanding the bicycle network from 47 miles to roughly 280 miles—a fivefold increase. Since narrow rights-of-way make typical road widenings or lane diets unrealistic, the plan routes paths through flat land along higher-speed roads, railways, and waterways to get around the county's existing topography.

Ms. Fullerton said the plan will be tailored to local context, drawing from state and national standards, which include trails and low-stress side paths; Rail-with-trail routes, traditional on-road bike lanes, and bike boulevards with traffic-calming features.

The new plan will also include Rural Scenic Bikeways**.** A brand-new category designed for routes cyclists are already using. These are narrow, low-speed (under 35 mph), low-traffic roads where bike lanes will not fit, the county will install clear *"Share the Road*" signage.

Next steps include a long-term, phased effort using an implementation matrix provided by Michael Baker International. The immediate focus will be updating design standards, tackling high-impact priority projects, finding grant funding, and aligning with local, county, and state partners. In conclusion, Ms. Fullerton said this plan will move Hunterdon County from a landscape of isolated trails to a connected, safe network that supports local health, mobility, and tourism.
The full meeting recording can be found here. The presentation can be found here.

V. Action Items

Project Prioritization Committee

Commissioner Sooy 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 New Jersey Department of Transportation.
    - South Main Street, Bridge over Washington Secondary (Conrail) Project, Warren County

Vanessa Koenigkramer said this request will add the project to the FY 2026-2029 TIP and is necessary for bridge emergency repairs and replacement. $2.6M of National Highway Performance Program (NHPP) funds for Preliminary Engineering in 2027, $2.9M of NHPP funds for Final Design in 2030, $634,000 of NHPP funds for Right-of-Way in 2030 and $10M NHPP funds for Construction in 2032.

A summary of the action item is included in the agenda package on page 14 here.

NJDOT moved the item, Ocean County seconded, and it carried unanimously.

2. Modification to the FY 2026-2029 Transportation Improvement Program as requested by New Jersey Department of Transportation
    - Route 440, Route 95 to Kreil Street Project, Middlesex County

Vanessa Koenigkramer said this action item is a modification to the TIP for the Route 440, Route 95 to Kreil St Project in Middlesex County. The request is to add $6M NHPP funds for final design in FY 2026, increasing the total to $24M. This action is necessary to support an estimated increase in final design for roadway, structural, geotechnical, and environmental work.

A summary of the action item is included in the agenda package on page 19 here.

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

Commissioner DeGroot, Vice Chair of the Planning and Economic Development Committee called on Central Staff members to present the PEDC action items.

Planning and Economic Development Committee

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

Keith Miller reviewed proposed traffic congestion targets under the Congestion Mitigation and Air Quality Improvement (CMAQ) Program for the 2026-2029 performance period. These targets apply to the New York City, Trenton, and Allentown urbanized areas (UZAs) within the NJTPA region. Following the 2020 Census, the Philadelphia UZA no longer overlaps the NJTPA region, while the Trenton UZA now does.

Mr. Miller said that targets must be established for two congestion measures, non-single occupant vehicle (non-SOV) travel and peak hour excessive delay (PHED), with two-year and four-year targets set for each UZA. Coordination for target-setting is conducted with partner metropolitan planning organizations and state departments of transportation for the three UZAs in the NJTPA region. NJTPA and the New York Metropolitan Transportation Council coordinated for the New York City UZA; the Delaware Valley Regional Planning Commission leads the Trenton UZA target setting and the Lehigh Valley Planning Commission (LVPC) leads the Allentown UZA target setting. In developing the targets, agencies considered planning goals, travel and congestion trends, near-term constraints, and uncertainties.

Key factors for setting targets for non-single occupant vehicle travel include:

- post-pandemic travel patterns
- changes in transit ridership and capacity
- work-from-home trends
- ridesharing growth
- congestion pricing in New York City, and
- construction impacts and broader economic conditions.

Mr. Miller noted that targets were established to reflect improving conditions where appropriate and may be adjusted during the four-year period. For the 2020-2024 American Community Service (ACS) period, non-SOV travel was highest in the New York City UZA and lower in the Trenton and Allentown UZAs. He also noted that non-SOV travel increased significantly in the New York City UZA following the pandemic, with rising transit ridership helping offset recent declines in work-from-home activity. In contrast, the Trenton and Allentown UZAs showed lower non-SOV shares and less favorable trends. For the New York City and Trenton UZAs, the two-year targets reflect a slight decrease from current levels, while the four-year targets indicate modest improvement. For the Allentown UZA, both targets are set slightly below the current baseline.

He said the PHED performance measure tracks excessive delay per capita on the National Highway System during weekday peak periods is from 6:00 to 10:00 a.m. and 3:00 to 7:00 p.m. Mr. Miller noted that the measure reflects time spent in extreme congestion over an entire calendar year and focuses on delays experienced by people rather than vehicles.

Mr. Miller reviewed historical trends and proposed targets for the New York City, Trenton, and Allentown urbanized areas. Excessive delay has increased since the pandemic and future efforts should focus on moderating and stabilizing the measure. For the New York City UZA, the proposed targets would maintain excessive delay at 2025 levels. In the Allentown UZA, the targets allow for a 10 percent increase in excessive delay. For the Trenton UZA, the proposed two-year target allows for nearly a 20 percent increase in excessive delay in the short term, while the four-year target reflects a slight reduction in delay.

A summary of the action item is included in the agenda package on page 22 here.

City of Jersey City moved the item, City of Newark seconded, and it carried unanimously.

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

Mr. Miller said this action item sets targets for reducing carbon monoxide, fine particulate matter, volatile organic compounds and nitrogen oxide pollutants. As with the first action, the NJTPA worked with partners to establish agreed upon targets for the region. The group examined emissions reductions from CMAQ projects authorized during the last four fiscal years and those expected to be authorized over the next four years to establish the targets.

He noted that the two- and four-year targets are substantially lower than the baseline from FFY 2022-2025. The baseline was elevated due to a large signal optimization project in Ocean County and two large intelligent transportation system (ITS) projects 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.

A summary of the action item is included in the agenda package on page 30 here.

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

VI. Information Items

1. Competitive Grants and Congressionally Directed Spending Update
    - Paterson-Newark Transit Market Project, Passaic County
    - CR 508 (Newark-Jersey City Turnpike), Route 280 to Route 7, Hudson County

Ms. Koenigkramer said two federal grants were recently added to the FY 2026-2029 TIP as informational modifications. They are:

Paterson-Newark Transit Market Project (NT2601): This project, requested by Passaic County, involves furthering the design and study of new transit services between Paterson and Newark along the existing Newark Industrial Track freight rail corridor. The project received a $1.2 million FY 2024 Federal Transit Administration (FTA) Congressionally Directed Spending Grant for planning work.

CR 508 (Newark-Jersey City Turnpike), Route 280 to Route 7 (N2605): This project, requested by Hudson County, involves safety improvements, including roadway resurfacing and striping, traffic signal upgrades, and upgrading existing guide rails, end treatments, at the most eastern limits of the project and is adjacent to freight facilities that support intermodal transportation including truck traffic through the area. The project received a $5 million FY 2024 Federal Highway Administration (FHWA) Congressionally Directed Spending Grant for Construction.

2. Financial Plan Update
    - Rumson-Sea Bright Bridge (S-32) Monmouth County

Ms. Koenigkramer presented a financial plan update for the Rumson-Sea Bright Bridge project in Monmouth County. Recipients of federal funds for projects with a total cost over $100 million are required to prepare a financial plan prior to construction authorization and submit annual updates until completion of the project. The first plan was completed in 2020 and has been updated annually. This is the last update as the new bridge opened last summer. The most recent update reflects a total project cost of $133.3 million, with no increase from the previous plan update. This project included construction of a new bridge south of the original bridge, improvements to the intersection of Rumson Road, County Route 520, and Ward Avenue in the borough of Rumson, and improvements to Rumson Road and Route 36 in the Borough of Sea Bright. This is the first project completed through the NJTPA's Local Capital Project Delivery Program.

VII. Written Items

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

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, NJTPA Executive Director, reminded all Board members, alternates, and RTAC representatives that FHWA and FTA are conducting a Federal Certification Review of the NJTPA's planning process. Following the initial meeting with representatives from the two agencies, Central Staff is providing documents as part of the desk review.

Mr. Behrend said representatives from FHWA and FTA will be at the NJTPA October 26 and 27 and anticipate the discussion with Board members to be the morning of the first day. He said he would update everyone as more details emerge and looks forward to discussing how the NJTPA is leading the metropolitan transportation planning process in our region with our colleagues at FTA and FHWA.

In addition, there is the potential of a federal government shutdown if Congress does not come to agreement on a continuing resolution to fund the federal government when the next fiscal year begins on October 1.

Mr. Behrend said the U.S. House and Senate have passed two different continuing resolution bills and must reconcile. Both bills would extend funding into December. As a reminder, he said, any potential shutdown would not directly affect the day-to-day operations of the NJTPA, as our work program is approved through the end of the state fiscal year next June. However, a shutdown could affect many aspects of transportation funding and operations of federal agencies. At the end of the fiscal year, the Infrastructure Investment and Jobs Act is expiring. A continuing resolution would ensure that federal funds for transportation continue to flow to the states. However, a full reauthorization bill would still be necessary for the longer term. The House Transportation and Infrastructure Committee passed the BUILD America Act with a bipartisan vote of 62-2 in May but has not yet been brought to the floor for a full House vote.

IX. Other Items

Commissioner DeGroot 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.

X. Next Meeting

October 19, 2026, 10:30 a.m. (Virtual)

XI. Adjournment

At 11:24 a.m., Morris County made a motion to adjourn, Union County seconded, and it carried unanimously.

JOINT COMMITTEE MEETING
ATTENDANCE
August 17, 2026

Project Prioritization Committee Members

- Hon. Sara Sooy, Vice Chair, Somerset County
- Joseph Baladi, Bergen County
- Mark Kataryniak, Hudson County
- Hon. Susan Soloway, Hunterdon County
- Vijayant Rajvanshi, Middlesex County
- Mark Jehnke, Ocean County
- Hon. Jack DeGroot, Sussex County
- Farzana Ahmed, New Jersey Department of Transportation (NJDOT)
- Megan Massey, NJ TRANSIT
- Blair Gerold, Governor's Authorities Unit
- Charles Burton, Citizens Representative

Planning and Economic Development Committee Members

- Hon. Jack DeGroot, Vice Chair, Sussex County
- David Antonio, Essex County
- Blair Gerold, Governor's Authorities Unit
- Vijayant Rajvanshi, Middlesex County
- Hon. Stephen Shaw, Morris County
- Elias Guseman, Jersey City
- James D. Adams, Newark
- Jay Shuffield, Port Authority of New York and New Jersey
- Farzana Ahmed, NJDOT
- Megan Massey, NJ TRANSIT
- Hon. Michael Ramaglia, Passaic County
- Hon. Stanley Neron, Union County
- Charles Burton, Citizens Representative

Other Attendees

- Various members of Central Staff
- Trevor Howard, City of Newark
- Kenneth Torres, Bergen County
- Alan Hunt, Hunterdon County
- Bob Hornby, Hunterdon County
- Katherine Fullerton, Hunterdon County
- Brendan Lamb, Hunterdon County
- Andras Holzmann, Passaic County
- Amy Polachak, NJDOT

- John Hayes, Morris County
- Chris Townley, Middlesex County
- Tom Drabic, Sussex County
- Meghna Hari, Middlesex County
- Tanner Thul, Hudson County
- Vincent Palmieri, Monmouth County
- Nathan Chadwick, NJ TRANSIT
- Bob Werkmeister
- Kamal Saleh, Union County
- Jonathan Eagle, Warren County
- Addie Shiloh, Somerset County
- Gregory Smith
- Jack Kanarek, Dewberry
- Jason Miranda
- Ken Escobar
- Mark Solof
- Ryan Sprong
- Sean Lamb