



North Jersey Transportation Planning Authority, Inc.

REGIONAL TRANSPORTATION ADVISORY COMMITTEE (RTAC)

Andras Holzmann, Chair
Ryan Conklin, Vice Chair

Meeting Agenda October 13, 2026 10:30 a.m. (Eastern Standard Time)

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Meeting ID: 914 0062 8046
Passcode: 713792
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- I. Roll Call
- II. Approval of Minutes
- III. Presentation: Zoning Atlas Application and Dataset – Rick Cippolletti, Central Staff
- IV. Information Items
 - 1. Regional Electric Vehicle Registration Update – Zenon Tech-Czarny, Central Staff
 - 2. FY 2028 Unified Planning Work Program – Angellita Young, Central Staff
 - 3. Initial Financial Plan – Vanessa Koenigkramer, Central Staff
 - Route 4, Bridge over Palisade Avenue, Windsor Road, and CSX Railroad
 - 4. FY 2028 Transportation Improvement Program Development – Vanessa Koenigkramer, Central Staff

5. Expedited Modification to the FY 2026-2029 Transportation Improvement Program as Requested by NJ TRANSIT – John Witsch, Central Staff
 - Bridge and Tunnel Rehabilitation, Statewide
 - Bus Support Facilities and Equipment, Statewide
6. Competitive Grants and Congressionally Directed Spending Update – John Witsch, Central Staff
 - Union County Structurally Deficient Bridge Initiative, Union County
7. Progress on NJTPA Bicycle Travel Demand Model – Hella Alnajjar, Central Staff
8. Upcoming PRIME Users Group Meeting – Jeffrey Vernick, Central Staff

V. Written Information Items

1. Traffic Signal Strategic Plan and Investment Framework – Rick Cippolletti, Central Staff
2. FY 2027 Safe Routes to School (SRTS) Grant Solicitation – Adam Iaccheo, Central Staff
3. Turning Plans into Action: Strategies for Transportation Safety Webinars – Lois Goldman, Central Staff
4. Regional Performance Measures Updates – Keith Miller, Central Staff

VI. Review of Standing Committees Action Items

Project Prioritization Committee

1. Minor Amendment to the FY 2026-2029 Transportation Improvement Program as requested by NJDOT – John Witsch, Central Staff
 - Schalk’s Crossing Road Bridge, CR 683 Project, Middlesex County
2. Modification to the FY 2026-2029 Transportation Improvement Program as requested by NJ TRANSIT – John Witsch, Central Staff
 - Hudson-Bergen and Newark Light Rail Transit System, Regionwide
 - Transit Enhancements / Transportation Alternatives Program (TAP) / Alternative Transit Improvements (ATI), Statewide

VII. Other Items for Discussion

VIII. RTAC Teleconference – November 16, 2026 (tentative)

IX. Next Meeting: Monday, December 14, 2026, 10:30 AM

X. Adjournment

V. Written Information Items

Traffic Signal Strategic Plan and Investment Framework – Rick Cippolletti, Central Staff

Traffic signal programs across the NJTPA region vary widely in ownership, funding, staffing, maintenance practices, technical capabilities, and data quality, yet they share challenges such as aging infrastructure, constrained resources, fragmented responsibilities, and difficulty advancing smaller improvements. To support safer, more efficient, and more reliable signal systems, the NJTPA developed a Traffic Signal Strategic Plan and Investment Framework. This effort, completed in June 2026, established three goals — Safety, Mobility & Efficiency, and State of Good Repair — and a performance-based screening method that considers safety, operations, and infrastructure condition together. A major outcome was validation of the regional inventory: more than 7,300 NJTPA records were compared with nearly 7,900 records from counties, municipalities, the New Jersey Department of Transportation (NJDOT), Port Authority of New York and New Jersey, and other owners, producing an improved GIS-based database for planning, asset management, and investment prioritization.

Implementation should focus on maintaining the centralized inventory; expanding condition, maintenance, lifecycle, operational, cost, and multimodal data; applying the screening methodology to guide funding and project decisions; and strengthening coordination among the NJTPA and its partners. Stakeholder input from Technical Advisory Committee meetings, surveys, and expert interviews underscored the need for reliable data, sustainable funding, practical strategies, and flexibility to reflect differing agency structures and resources. Continued collaboration and performance-based asset management will help agencies move from reactive project delivery toward a consistent, transparent, and adaptable regional approach that supports funding requests and improves long-term traffic signal performance.

FY 2027 Safe Routes to School Grant Solicitation – Adam Iaccheo, Central Staff

Applications for the Safe Routes to School (SRTS) Program are being accepted through **November 13, 2026**. Program requirements, application materials, and supporting documents can be found on the NJDOT Local Aid Resource Center website: <https://www.njdotlocalaidrc.com/federally-funded-programs/safe-routes-to-school>

The SRTS Program provides funding for projects that support and encourage students to walk and bicycle to school safely. Eligible schools must serve students in grades K-12, and proposed projects must be located within two miles of a public or private school. Eligible applicants include county and municipal governments, school districts, and schools.

Mandatory pre-application meetings with staff from NJDOT and the NJTPA were held throughout August, September and concluded on October 16, 2026. Central Staff participated in approximately 50 pre-application meetings with prospective applicants.

NJDOT also concluded its SRTS Grant Application webinar series, with the final session held on October 8, 2026. Webinar topics included:

- Overview of Federal Aid Programs and the SRTS Program
- Detailed Review of the SRTS Grant Application
- Grant Application Process
- Available Grant Resources
- Tips and Strategies for Developing a Competitive Application

These webinars were designed to help applicants better understand the program requirements and prepare stronger grant applications. A recording of the first webinar is available here:

https://youtu.be/3vEbhsIIHsM?si=64IEOHeme7_fjD69

Turning Plans into Action: Strategies for Transportation Safety Webinars – Lois Goldman, Central Staff

On November 4 at 1 p.m., the NJTPA is hosting *Turning Plans into Action: Strategies for Transportation Safety*, the first in a series of webinars to be held this fall and winter. This webinar will share practical steps that counties and municipalities can take to begin addressing the priority safety needs and locations identified in their Local Safety Action Plans. The goal of this workshop is to help implement and advance the Local Safety Action Plans developed and adopted throughout New Jersey in recent years. Other webinars in the series will focus on rural, suburban and urban safety needs. The webinars are free and open to subregions, municipalities, and safety stakeholders.

These webinars are being held as part of the NJTPA's Safe Streets and Roads for All Advancement project, a consultant-supported effort. In addition to the webinars, this initiative includes technical assistance to several municipalities to develop safety plans and priorities, and support for subregional Local Implementation Committees. These committees are central to addressing each plan's safety needs and for working towards statewide, regional, and local Vision Zero goals.

Please register for the November 4 webinar [here](#). Additional information can be found [here](#).

Regional Performance Measures Updates – Keith Miller, Central Staff

Information in the NJTPA Regional Performance Measures Dashboard ([NJTPA Regional Performance Measures Dashboard](#)) was recently updated, including the following. These updates will be also be reported on at the October 19 Joint Committees meeting.

- **Access/Mobility**
 - *Percent of workers with travel times under 45 minutes* improved slightly on a regional scale from 2023 to 2024. Data are available at the county level on the dashboard, and changes vary by county.
 - *Total transit ridership* worsened slightly from 2024 to 2025. Data are available by provider (NJ TRANSIT, PATH, Private, and other Public) and service (bus, commuter rail, light rail, ferry, and PATH) on the dashboard.
 - *Hours of peak hour excessive delay per capita* worsened from 2024 to 2025.
- **Community**

- *Percent of households near transit* improved slightly from 2023 to 2024.
- **Competitiveness**
 - *Cargo movement at the Port of NY&NJ* improved from 2024 to 2025.
 - *Passenger volumes at Newark Airport* worsened from 2024 to 2025.
 - *Truck travel time reliability index* worsened from 2024 to 2025.
- **Condition**
 - *Percent pavement lane-miles rated “fair” or better* remained constant from 2024 to 2025. Regional data are available by pavement rating (good, fair, and poor) and network (National Highway System (NHS) and non-NHS), and county data are available by pavement rating on the dashboard, and changes vary by county.
 - *Percent of bridge deck area rated “fair” or better* improved slightly from 2024 to 2025. Regional data are available by bridge rating (good, fair, and poor) and network (NHS and non-NHS) on the dashboard.
- **Environment**
 - *Number of bad air quality days* improved from 2024 to 2025. Data are available at the county level on the dashboard, and changes vary by county.
- **Reliability**
 - *Percent person-miles traveled on roads considered “reliable”* worsened from 2024 to 2025 for both NHS and non-NHS roads.
 - *Transit on-time performance* remained constant from 2024 to 2025 for NJ TRANSIT buses but worsened for both NJ TRANSIT commuter rail and light rail services.
- **Economy/Land Use**
 - *Regional gross domestic product (GDP)* improved from 2023 to 2024.
 - *Unemployment rate* worsened from 2024 to 2025.
- **Healthy Living**
 - *Asthma rate* worsened from 2023 to 2024. Data are available at the county level on the dashboard, and changes vary by county.
 - *Obesity rate* improved slightly from 2023 to 2024 (but not statistically significantly). Data are available at the county level on the dashboard, and changes vary by county.
 - *Physical activity rate* improved slightly from 2023 to 2024 (but not statistically significantly). Data are available at the county level on the dashboard, and changes vary by county.