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NJTPA
NORTH JERSEY TRANSPORTATION PLANNING AUTHORITY

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

Board Meeting Minutes
September 14, 2026

A. Open Public Meetings Act Compliance

First Vice Chairman Jason J. Sarnoski, Warren County Commissioner, called the meeting to order at 10:30 a.m. 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 First Vice Chairman led the room in a salute to the flag.

C. Roll Call

Ms. Truvillion called the roll, and 19 voting members were in attendance. (Attachment 1).

D. Approval of Minutes

Union County made a motion to approve the minutes of the July 13, 2026, meeting; City of Newark seconded, and the motion carried with two abstentions, one from Passaic County and one from Jersey City.

E. Chair Remarks

First Vice Chairman Sarnoski welcomed Ryan Russo, Executive Director of the National Association of City Transportation Officials (NACTO) to the meeting. He also welcomed Passaic County Commissioner Michael Ramaglia and NJ TRANSIT Chief Planner Trent Lethco to the NJTPA board.

First Vice Chairman Sarnoski gave an overview of several recent initiatives across the region. In 2025, the NJTPA worked with eight subregions, including Warren County, to develop Local Safety Action Plans. These plans were an important step in identifying priority improvements to make travel safer, as called for in the LongRange Transportation Plan. These plans also make the region eligible to apply for federal implementation funding.

The NJTPA recently launched the Safe Streets and Roads for All Advancement Program. This consultant-supported effort will work with several municipalities and counties to advance safety needs identified in Local Safety Action Plans and Vision Zero plans. Workshops are planned for October and November to focus on implementing those local safety action plans. Subregions and municipalities are encouraged to attend, and details will be posted on the NJTPA website.

Vice Chair Sarnoski also highlighted several Complete Streets efforts that advanced over the summer. In August, Perth Amboy installed a traffic-calming demonstration on Hall Avenue as part of the Complete Streets Conceptualization Pilot Study. The demonstration included temporary curb extensions, pedestrian refuge islands,

and a chicane to shorten pedestrian crossing distances and slow traffic. On September 1, 2026, the project team held a public workshop to gather input on the demonstration and other Complete Streets approaches that address traffic safety and community livability concerns. He said that these projects put tangible improvements on the street and allow residents to experience different approaches and provide feedback during the planning process.

NJTPA's Complete Streets Demonstration Library is also being used in Ship Bottom to test a potential bikeway on East Bay Terrace through the Complete Streets Technical Assistance Program. The borough borrowed freestanding delineators, stencils, paint, and other tools to create a temporary bike lane and gather community feedback before considering permanent changes. Vice Chair Sarnoski encouraged those interested in these projects to review the summary booklet on the NJTPA website highlighting fiscal year 2026 Complete Streets demonstrations.

First Vice Chair Sarnoski added that NJTPA is currently accepting applications for the Vibrant Places Program. Through this program, NJTPA and the Voorhees Transportation Center at Rutgers University help communities with a wide range of creative placemaking projects. Municipal and county governments, nonprofit community-based organizations, and non-governmental organizations throughout the region are eligible to apply. Applications are due September 30, 2026. In addition, the New Jersey Department of Transportation (NJDOT), in coordination with the NJTPA, is accepting applications for the fiscal year 2027 Safe Routes to School grant. Applications are due November 13, 2026, and pre-application meetings are required, and must be scheduled by October 15, 2026. The 2027 Safe Routes to School program funds infrastructure projects that encourage and enable students from kindergarten through grade 12 to walk and bike to school safely. NJTPA staff members will participate in pre-application meetings and serve on the technical review committee that considers projects for funding. Informational webinars are scheduled for September 24 and October 8. Additional information is available at www.njtpa.org.

In October, the Federal Highway Administration and Federal Transit Administration will conduct the on-site portion of their certification review of NJTPA's metropolitan transportation planning process. This review takes place every four years to ensure compliance with federal planning requirements. Board members who can attend in person on October 26 are encouraged to participate in the meetings and share their experiences with the board's work and NJTPA's positive impact on the region.

In conclusion, he announced that NJDOT Commissioner Priya Jain will be the guest speaker at the NJTPA November 9 Board of Trustees meeting and said the Board looks forward to hearing from her.

In remarks from board members, Eric Powers from the NJDOT announced his retirement and thanked the NJTPA Board members and Central Staff for their support during his time at the NJDOT. Trent Lethco from NJ TRANSIT introduced himself as the new Chief Planner and said he looks forward to working with board and staff.

F. Executive Director's Report

NJTPA Executive Director David Behrend also welcomed Commissioner Ramaglia and Mr. Lethco to the board and said he looked forward to working with them in the months ahead.

Mr. Behrend said the NJTPA is currently undergoing its Federal Highway Administration and Federal Transit Administration certification review. This critical process is conducted every four years and ensures Metropolitan Planning Organizations (MPOs) are compliant with all federal transportation planning laws. NJTPA has

provided the Federal Highway and Federal Transit Administrations with extensive documentation for their initial desk review and will meet with them to finalize the agenda for the October 26–27, 2026 on-site visit.

During the on-site visit, federal partners will meet with NJTPA staff and representatives of member agencies to discuss the metropolitan planning process. Mr. Behrend encouraged board members to participate on Monday, October 26th, and said he will provide additional details before the meeting. This review is essential to maintaining the region's eligibility for federal transportation funding and provides federal agencies with an opportunity to hear directly from board members, member agencies, and other partners about the collaborative metropolitan planning process. Mr. Behrend added that transportation safety will be a key topic highlighting the considerable progress that the NJTPA has made in that area. In addition to Safe Streets and Roads for All program planning, the NJTPA is also directing federal funds to subregional safety projects.

Mr. Behrend said he joined Essex County Executive Joseph DiVicenzo at the ribbon cutting for a new roundabout at West Hobart Gap Road and Walnut Street in Livingston last month. This project will help to improve traffic safety by reducing crash risk and severity while keeping traffic moving in all directions.

Mr. Behrend noted several other safety projects that are also advancing:

Hudson County has begun construction on its JFK Boulevard project at Sip and Burton Avenues, including curb and sidewalk improvements, new signals, and crosswalks.

Monmouth County held a pre-construction meeting for the Leonardville Road/ East Road project in Middletown, which will upgrade traffic signals, add dedicated left-turn lanes, and improve pedestrian safety with countdown signals and high-visibility crosswalks.

Essex County also commenced design work on additional projects approved under the FY 2026 Subregional Safety and Improvement Program. Federal funds will support corridor safety improvements in Caldwell, West Caldwell, Verona, Belleville, Irvington, Livingston, East Orange, and the City of Newark. These efforts demonstrate how projects advance from planning and concept development to design and construction. The NJTPA is also helping subregions develop future safety projects. A consultant contract has recently been awarded to support studies of high-crash locations and corridors. The work will include traffic counts, crash and lighting analyses, and conceptual safety-improvement layouts, helping subregions prepare stronger applications for the next safety program solicitation.

Mr. Behrend added that Active Transportation Plan Advancement is another effort currently underway. On Saturday, September 12, the Up Next Young Adult Advisory Group visited the Pompton Valley Rail Trail, a federally funded project led by Morris County, and completed last year. This group explored connections along the Traction Line Recreation Trail, Patriots' Path, and the Rahway Valley Rail Trail in Morris and Union counties. The initial public survey closed last week, and additional engagement opportunities will be available in the coming months, and more information is available on the NJTPA website.

The Federal Transit Administration recently awarded NJ TRANSIT a $9.6 million Ferry Grant for an electric, low-emitting ferry boat for new service in Carteret. To date, Carteret has secured more than $100 million in federal and state grants for its multimodal ferry terminal, which is expected to open by early 2028.

Mr. Behrend said he will also be attending a ribbon-cutting later this month in South Amboy for the new ferry terminal, which also received federal funding. This new terminal will allow convenient transfers among rail, bus, and ferry services, helping reduce the number of cars on the road.

Mr. Behrend said all this work begins with a sound metropolitan planning process, and he is confident the NJTPA will perform well in the upcoming certification review. NJTPA's progress reflects the excellent work we are doing together. In conclusion, he thanked NJTPA staff, member agencies, counties and cities represented on the Board, and communities throughout the region for working cooperatively toward the shared goal of improving lives through smart transportation planning, programming, and project delivery.

In conclusion, Mr. Behrend said this progress reflects the work Central Staff, member agencies and communities conduct throughout the region.

G. Presentation: Better Streets for Every Community

Ryan Russo opened by presenting ways the association and its members turn ideas into action. NACTO represents more than 100 city transportation departments and transit agencies, connects practitioners, tracks best practices, and advocates for people-first changes in urban transportation. Mr. Russo previously served as the first director of the Oakland Department of Transportation and spent 14 years at the New York City Department of Transportation, ultimately as deputy commissioner, before joining NACTO. Mr. Russo began his presentation by providing background information about the Better Streets for Every Community program run by the National Association of City Transportation Officials or NACTO.

Mr. Russo noted that the North Jersey region is large, diverse, complex, and highly multimodal, with more than seven million residents and 384 municipalities. The region balances highways, rail, bridges, driving, walking, bicycling, and public transit while also continuing to focus on the local streets, intersections, and crosswalks that shape everyday mobility.

Multimodal transportation is an important part of affordability and access. Higher gas and housing prices place increased pressure on household budgets and affordable options such as transit, walking, and bicycling can help people reach jobs, schools, services, and other opportunities. Mr. Russo also stressed transportation safety and said approximately 40,000 traffic fatalities occur nationally on public rights of way each year.

He said in the NJTPA region, more than 2,600 people are killed or severely injured annually, including about 875 people walking or bicycling. NACTO's continued investment in data-driven and evidence-based approaches are necessary to reduce those numbers.

Mr. Russo noted that residents want safer and more affordable transportation, and those outcomes depend on capable, supported public servants who can carry out important everyday work such as filling potholes, marking crosswalks, repairing signs, and building safer crossings. NACTO's practices help agencies learn from both successful projects and mistakes so that communities do not have to solve the same problems independently.

The Designing Cities Conference brings over 1,000 practitioners together annually to connect, learn best practices, and build professional support. The next conference will be held in Nashville in May 2027. Mr. Russo said NACTO also offers peer networks and working groups for engineers, planners, and other practitioners working on street design, road diets, shared micromobility, and related issues. Members can exchange questions and ideas through a discussion forum and meet via Zoom once each quarter to share presentations, case studies, and lessons learned. This experience has turned into published guidance available to members, engineers, planners, MPO staff, and policymakers around the country. Mr. Russo added that NACTO content is available for free on its website, with physical books offered at an affordable price.

He said the recently updated Urban Bikeway Design Guide includes design details as well as advice on planning, community engagement, staffing, and the strategic development of safe cycling systems. NACTO develops

practitioner papers on emerging issues, including autonomous ride-hailing vehicles, so cities encountering new technology can learn from agencies that addressed it earlier.

Mr. Russo noted that NACTO's membership includes communities with suburban, medium-sized city, and downtown contexts, and its guidance recognizes differences in history, development patterns, politics, and community needs. The full meeting, including questions and responses, can be found here, the meeting presentation can be found here, and the NACTO website can be accessed here.

H. Committee Reports/Action Items

- **Project Prioritization Committee**

Somerset County Commissioner Sara Sooy gave the report and recommended the approval of the action item before the Board.

The first action item was a request from the NJDOT for a Minor Amendment to the FY 2026-2029 Transportation Improvement Program (TIP) to add the South Main Street Bridge over Washington Secondary Conrail Project in Warren County. This action will allow NJDOT to make emergency repairs and replace the bridge. The committee recommended approval of this item, which would add $16 million to the National Highway Performance Program (NHPP) funds for Preliminary Engineering, Final Design, Right of Way and Construction, over the next six years.

Action Item 1: Minor Amendment to the FY 2026-2029 Transportation Improvement Program as requested by the New Jersey Department of Transportation (Attachment H.1) Details here on page 14.
Hudson County moved the item, Passaic 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. Commissioner Delisfort thanked Commissioner Jack DeGroot, Sussex County, for chairing the August meeting in her absence.

Commissioner Delisfort recommended the approval of the two action items before the Board.

The first action item was the Endorsement of Established Traffic Congestion Performance Measure Targets for the New York-New Jersey, Trenton, and Allentown Urbanized Areas targets fall under the Congestion Mitigation and Air Quality (CMAQ) Improvement Program for the 2026 to 2029 performance period. NJTPA partnered with MPOs and Departments of Transportation from New York, New Jersey and Pennsylvania to develop these targets. The agencies considered planning goals, travel and congestion trends, near-term constraints, and uncertainties. There are two measures for the traffic congestion target, percent of non-single occupant vehicle travel and peak hour excessive delay per capita.

The second item was the Approval of CMAQ Emissions Reduction Performance Measure Targets for the NJTPA Region. This action sets targets for reducing carbon monoxide, fine particulate matter, volatile organic compounds, and nitrogen oxide pollutants. 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.

Action Item 2: Endorsement of Established Traffic Congestion Performance Measure Targets for the New York-Jersey City-Newark, Trenton, and Allentown Urbanized Areas (Attachment H.2) Details here on page 19.

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

Action Item 3: Approval of Congestion Mitigation and Air Quality Emissions Reduction Performance Measure Targets for the NJTPA Region **(Attachment H.3)** Details here on page 27.

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

Freight Initiatives Committee

Morris County Commissioner and Freight Initiatives Committee Chair Stephen Shaw presented the Freight Initiatives Committee report. The meeting included an update from Central Staff on the continuing work to refine and assess alternatives for the two Freight Concept Development Program studies, the Middlesex County North-South Truck Corridor project, and the East Hanover Avenue Bridge Catenary Rail Clearance Project in Morris County. NJTPA's E-Commerce Delivery Mitigation Study is underway, Passaic County's Urban Core Trucking Study is also underway, and the Technical Advisory Committee held their first meeting the previous week.

The meeting included presentations on Urban Delivery Strategies from Dr. Giacomo Dalla Chiara, from the University of Washington; Dr. Farah Ghizzawi, from the University of Toronto; and Dr. Alison Conway from the City College of New York and Dr. Branislav Dimitrijevic from NJIT, who lead NJTPA's e-commerce delivery mitigation study.

Commissioner Shaw reported that the Morris County Board of County Commissioners awarded a $358,000 contract to rehabilitate the Union Street and Mercer Street rail crossings in the town of Dover. The two crossings are located along the county-owned Dover and Rockaway Railroad. The New Jersey Department of Transportation also shared that they are working on a truck parking study.

I. Public Participation

Neile Weissman from Complete George proposed that NJ TRANSIT conduct an April-to-October pilot program to extend limited weekend and holiday service to High Bridge and Hackettstown and reschedule the early outbound Port Jervis train to an earlier time to attract recreational cyclists from New York City.

Mr. Weissman said he has organized approximately 2,000 group rides and weekend trips for the New York Cycle Club, including a recent 70-person weekend ride in New Paltz, New York and a 50-person weekend in Southampton, New York. He said that many trips have relied heavily on regional rail service to transport bicycles to and from their starting points, including NJ TRANSIT's bike boarding program. Copies of Mr. Weissman's extended remarks were provided to the NJTPA Board of Trustees and are also available online at www.completegeorge.org. The extended remarks include examples of recreational bicycle routes facilitated by NJ TRANSIT along with background information and statistics. Mr. Weissman estimated that the additional labor cost for an engineer and two conductors to operate the April-to-October pilot would be $60,000.

Vito Havrilla, Vice Chair and Legislative Director of the Lackawanna Coalition, said the coalition is a transit advocacy organization based in Millburn, New Jersey. The coalition's primary concerns focus on the Morris, Essex and Montclair-Boonton train lines. The Lackawanna Coalition holds monthly meetings at 6:45 p.m. on the fourth Monday of the month (except holidays) at the Summit Free Public Library. Its website is www.LackawannaCoalition.org.

Mr. Havrilla said the coalition wanted to highlight its recent statement to NJ TRANSIT's Operations and Customer Service Committee. The coalition asks the NJTPA to support improvements to rail and bus operations, including weekend service. The coalition continues to call for hourly service on the Montclair-Boonton line between Hoboken and Montclair State University. The Coalition is also calling for the restoration of express service and power release service from Long Branch to Bay Head. Mr. Havrilla also discussed the need for alternative forms of transport when train service is suspended or interrupted. Passengers who can reach Newark

Penn Station may use PATH or take a bus to the Port Authority Bus Terminal. However, riders have limited options in areas without long-distance bus service or where service ends early, such as after 8 p.m.

Mr. Havrilla also noted the difficulty of service suspensions in the middle of a line, including on the North Jersey Coast Line south of South Amboy and on the Morris and Essex Line west of Summit when there is no bus or parallel bus service. In Essex County, bus routes serve areas along the Morris and Essex Line, but options west of Summit are very limited. Lakeland Bus is available, however, Morris County Routes 871 through 888 operate on limited schedules with long headways. Bus travel into Morris County can therefore be impractical or impossible. The coalition asks NJ TRANSIT to provide substitute bus service along affected rail lines or a bus bridge when backup service is otherwise unavailable. Mr. Havrilla said the coalition recently created a task force focused on bus routes that can serve as backup and provide a continuing rail service option. A report with its recommendations is forthcoming. In the meantime, the coalition continues to ask NJ TRANSIT to expand weekend schedules on former DeCamp routes, which currently operate only during peak hours in each direction.

Nick Giglia, founder and chair of Restore Our Transit in Essex (ROUTE), introduced the nonprofit, nonpartisan advocacy organization, which supports expanded service, improved rider experience, and equitable access. Mr. Giglia expressed appreciation for the discussion of multimodal streets and described seeing in Paris how convenient transportation alternatives, such as biking, can transform the way people travel. He noted that the same principle applies to transit.

Mr. Giglia said ROUTE applauds ongoing congestion mitigation and air-quality efforts, and advocates for weekend service on the Montclair-Boonton Line and restoration of the former DeCamp bus routes would advance those goals. The Montclair-Boonton Line is the only dual-track electrified line without weekend service, and the DeCamp replacement service remains focused on peak-hour commuting and excludes some communities entirely. As a result, residents who use transit during the week must plan their weekends around very limited transportation options. This adds traffic, mental strain, pollution, and leaves over 50,000 people in what is effectively a weekend transit desert. This also conflicts with NJ TRANSIT reports showing that weekend demand now exceeds pre-COVID levels while weekday rail demand continues to lag. ROUTE supports projects such as restoring the Lackawanna Cutoff, establishing planned Amtrak service to Scranton, and providing the Raritan Valley Line with a one-seat ride to Penn Station. ROUTE has developed next steps now that municipalities have formally requested to have this service restored. Mr. Giglia said the organization is asking the NJTPA Board to recognize hourly weekend rail service on the Montclair-Boonton Line and seven-day bus service as worthwhile regional transportation goals. ROUTE also asks the Board to request a clear roadmap from NJ TRANSIT outlining the next steps, required resources, and information needed to support a final decision.

Time and Place of Next Meeting

The next Board meeting is Monday, November 9, 2026, at NJTPA, One Newark Center, (1085 Raymond Blvd.), Newark, NJ 07102.

K. Adjournment

Morris County made a motion to adjourn at 11:43 a.m.; Jersey City seconded, and it carried unanimously.

Attachment 1

NORTH JERSEY TRANSPORTATION PLANNING AUTHORITY, INC.
Meeting of the Board of Trustees
Attendance Record: September 14, 2026

Subregion/ Agency	Voting Board Members/Alternates	Staff & Others
Warren County	Hon. Jason J. Sarnoski	
Morris County	Hon. Stephen Shaw	John Hayes, Ryan Sprong
Union County	Hon. Michèle Delisfort	Ryan Conklin, Kamal Saleh
Somerset County	Hon. Sara Sooy	Ken Wedeen
Bergen County	Anthony Iacono	
Essex County	David Antonio	
Hudson County	Mark Kataryniak	Tanner Thul
Hunterdon County	Alan Hunt	
City of Jersey City	Andy Kaplan	
City of Newark	James Adams	
Middlesex County	Vijayant Rajvanshi	
Monmouth County	Joseph Ettore	
Ocean County	Mark Jehnke	
Passaic County	Hon. Michael Ramaglia	Andras Holzmann
Sussex County	Hon. Jack DeGroot	Tom Drabic
Office of the Governor	Blair Gerold	
NJDOT	Eric Powers	
NJ TRANSIT	Trent Lethco	RJ Palladino
PANYNJ	Jay Shuffield	

Other Attendees

Various members of Central Staff	NJTPA
Ted Del Guercio, III	McManimon, Scotland & Baumann, LLC
Edward Murray	Photographer
Ryan Russo	NACTO
Bob Werkmeister	GPI
Niele Weissman	Complete George
Vito Havrilla	Lackawanna Coalition
Nick Giglia	Route Restore Our Transit in Essex

Attachment 2

Approved September 14, 2026

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.

Attachment 3

Approved September 14, 2026

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.

Attachment 4

Approved September 14, 2026

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.