



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

## Board Meeting Minutes March 9, 2026

### A. Open Public Meetings Act Compliance

Chairman Charles Kenny, Middlesex County Commissioner, called the meeting to order at 10:33 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 Chairman led the room in a salute to the flag.

### C. Roll Call

Ms. Truvillion called the roll, and 20 voting members were in attendance. (Attachment 1).

### D. Approval of Minutes

Morris County made a motion to approve the minutes of the January 12, 2026, meeting; Warren County seconded and the motion carried unanimously.

### E. Chair Remarks

Chairman Kenny welcomed Ocean County's new representative, Commissioner Frank Sadeghi, and several new Board alternates. He expressed his gratitude for the Board's trust in him following the January election and outlined his vision for his term as Chair. He also welcomed Christopher Feintheil, Assistant Commissioner of Operations at the New Jersey Department of Transportation (NJDOT), who would be presenting on the state's extensive preparations for the upcoming FIFA World Cup. New Jersey will host eight FIFA matches, including the final. This event is a historic opportunity to showcase the region on a global stage and will generate significant economic benefits. To help local towns make the most of this event, the NJTPA has released a new guidebook, *From Streets to Stadiums: Transforming Public Spaces to Celebrate the World's Game*, which provides practical ideas and guidance for organizing soccer-themed events, activating streets and public spaces, and bringing communities together around the games.

He highlighted the progress of Vision Zero safety plans and said that every county in the region is now actively working on or has completed a plan to eliminate traffic fatalities. This commitment is being built directly into NJTPA's project scoring process. Under a new prioritization process, safety now accounts for more than a quarter of a project's score, rewarding those that protect pedestrians and cyclists. This emphasis on safety and accessibility also extends to the Local Mobility Initiatives Program, which supports projects like shuttles and micromobility to improve air quality and transit use.

Chairman Kenny emphasized the importance of modernizing public transit and supporting major infrastructure like the Gateway Program to ensure regional competitiveness. He said the NJTPA is developing a new framework for traffic signal modernization which could help reduce congestion. He also encouraged board members to attend the Middlesex County Transportation Symposium on March 18 to hear from state transportation leaders and attend a session showcasing the NJTPA’s Complete Streets Demonstration Library.

In conclusion, he formally recognized the new leadership for the standing committees, thanking Commissioners Sarnoski, Bartlett, Delisfort, DeGroot, Shaw, and Sooy for stepping into their respective roles as chairs and vice chairs. In addition, he noted the special election for Board Secretary that would take place later in the meeting and thanked Commissioner Bartlett for his service in the role.

**F. Executive Director’s Report**

NJTPA Executive Director David Behrend also welcomed Commissioner Sadeghi and the new board alternates to the meeting. He shared Chairman Kenny’s enthusiasm regarding the excitement for the region hosting FIFA World Cup matches this coming summer. He also welcomed Assistant Commissioner Feintheil to the meeting.

Mr. Behrend held up the new *From Streets to Stadiums* guide and said Board members also had copies at their seats. This initiative stems from the NJTPA’s long-standing commitment to placemaking through programs like Together North Jersey and the Vibrant Places Program. The World Cup presents a perfect opportunity to apply a decade of lessons learned to help local communities boost their economies and bring people together. This new guide offers practical tips for hosting fan fests and creating pop-up parks for towns hoping to activate a downtown plaza or reimagine a transit corridor. Communities are encouraged to use the Demonstration Library to access materials like spray chalk, stencils, and temporary signage. Mr. Behrend thanked the Hillier College of Architecture and Design at NJIT and the Alan M. Voorhees Transportation Center at Rutgers for their collaboration on this resource.

He announced that electronic copies of the updated NJTPA Board Handbook would be sent out following the meeting, along with standard contact info and by-laws, the handbook includes a new section on state ethics requirements for Trustees to ensure the organization remains in full compliance. The NJTPA website underwent a significant refresh this January and runs on a more manageable content system, has a modernized look, and better integrates the Street Smart NJ and *InTransition* sites.

Mr. Behrend said that today’s agenda includes board approval for the FY 2027 Unified Planning Work Program (UPWP), a collaborative effort involving staff, subregions, and partner agencies that will guide the organization’s work through June 2027. Further details on this program are included in the committee reports. In conclusion, Mr. Behrend said that the NJTPA will be well-represented at the upcoming New Jersey TransAction conference in Atlantic City, where they will host four sessions covering topics such as roundabouts, public engagement, and regional planning.

**G. Presentation: Preparing for FIFA 2026 – Christopher Feintheil, Assistant Commissioner of Operations, New Jersey Department of Transportation (NJDOT)**

Mr. Feintheil provided a detailed update on the logistical and infrastructure preparations for the upcoming FIFA 2026 World Cup. He said the tournament is expected to bring an estimated three million visitors to New Jersey and include over one billion viewers globally for the tournament finals. The FIFA model differs from standard events. As teams are eliminated in other host cities, fans and international media will migrate to New Jersey, creating a “collapse” effect on regional infrastructure.

Mr. Feintheil said that although MetLife Stadium is the primary venue, this event is a statewide activation where 30 to 35 percent of attendees for matches in Philadelphia are expected to stay in Southern New Jersey (Cherry Hill/Camden area). In addition, national celebrations for the U.S. 250<sup>th</sup> Anniversary and concurrent events at Madison Square Garden will further strain the transportation network. The NJDOT has developed a mobility framework modeled after the successful plan implemented during recent high-volume Taylor Swift concert dates. This strategy emphasizes the following:

**Transit-First Approach:** NJ TRANSIT aims to move 20,000 fans per hour via dedicated bus lanes and rail.

**Restricted Access:** Access to certain transit modes will be restricted to ticket holders to manage crowds.

**Parking and Tailgating:** Tailgating will be strictly prohibited at MetLife Stadium during the games. The parking lots will be used for international media camps and fan zones. The American Dream complex will reserve 5,000 parking spots.

**Infrastructure and Technology Investments:** NJDOT is investing \$62 million in the MetLife area. This includes \$50 million for Intelligent Transportation Systems (ITS) to ensure 100 percent camera coverage of all bridge decks and stadium access routes, in coordination with federal security agencies.

**Operational Constraints:** A construction moratorium on state highways will be in effect from Memorial Day through the conclusion of the tournament. A new dedicated bus lane on Route 120 will be operational four hours before and after events, providing a permanent legacy benefit for future stadium operations.

**Statewide Involvement:** National teams will establish base camps at various locations, including Rutgers, Stockton University, and the Red Bull Training Center, requiring coordinated State Police escorts across the state.

**Activation Levels:** NJDOT will initiate Level 2 activation on June 1, 2026, transitioning to 24-hour operations around match days to manage maintenance, safety service patrols, and emergency response. The presentation can be found [here](#) and the meeting recording with a question-and-answer session can be found [here](#).

## H. Committee Reports/Action Items

- **Project Prioritization Committee**

Warren County Commissioner Jason. J. Sarnoski, Committee Chair, gave the report and recommended the approval of three action items for Board vote today. The first action item is approval of the Project Prioritization Scoring Process update, which he noted was also the subject of the featured presentation at the Joint Committee meeting.

The second action item is Minor Amendments to the FY 2026-2029 Transportation Improvement Program to Add Federal Funds to One Program and Two Projects at the request of NJDOT. This item adds \$19.3 million in State Planning & Research funds for Statewide Planning Studies in Federal Fiscal Year 2026. It also adds \$27 million to the Route 1 Northbound Bridge over Raritan River project in Middlesex County and \$47.48 million to the Route 23, Route 80 and Route 46 Interchange project in Passaic County.

The third item is a Minor Amendment to the TIP to Transfer NJTPA Carbon Reduction Program Funds to the Small/Special Services Program for two Local Mobility Initiatives Projects in Jersey City.

**Action Item 1: Updated Transportation Improvement Program Project Prioritization Criteria (Attachment H.1) [Details here on page 23.](#)**

Bergen County moved the item, NJ TRANSIT seconded, and it passed unanimously.

**Action Item 2: Minor Amendments to the FY 2026-2029 Transportation Improvement Program to Add Federal Funds to One Program and Two Projects (Attachment H.2) [Details here on page 63.](#)**

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

**Action Item 3: Minor Amendment to the FY 2026-2029 Transportation Improvement Program to Transfer NJTPA Carbon Reduction Program Funds to Small/Special Services Program for Local Mobility Initiative Projects (Attachment H.3) [Details here on page 90.](#)**

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

- **Planning and Economic Development Committee**

Union County Commissioner Michèle Delisfort, Committee Chair, said the Planning and Economic Development Committee reviewed and recommended approval of one action item before the Board, Approval of the FY 2027 UPWP. The work program details efforts the NJTPA and its partners will undertake during the fiscal year that begins July 1. The draft was distributed for review in December, the NJDOT and our federal sponsors have provided feedback, which was incorporated into the final draft document before the Board for consideration.

**Action Item 4: FY 2027 Unified Planning Work Program (Attachment H.4) [Details here on page 97.](#)**

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

- **Freight Initiatives Committee**

Morris County Commissioner Stephen Shaw, Committee Chair, said Tom Tucci of Cushman and Wakefield and Walter Lane from the New Jersey Office of Planning Advocacy presented an update on the industrial real estate landscape, noting that Asian-supplied third-party logistics companies (3PLs) dominated the market by accounting for 40 percent of leasing activity in 2025. Although New Jersey remains a powerhouse with 37 of Cushman and Wakefield's 88 national leases, the industry is bracing for a stable 2026 followed by a landlord-favorable growth spurt in 2027. Mr. Tucci said rents effectively doubled between 2021 and 2024, and landlords are offering creative concessions like free rent and tenant improvement dollars to stay competitive and keep buildings occupied. This shift highlights a growing interest in repurposing older Class B properties for housing or advanced manufacturing rather than just logistics.

Mr. Lane expanded on this topic by discussing the 2025 State Development and Redevelopment Plan, which is setting a roadmap toward 2050. The state is prioritizing the transformation of older sites with existing utilities into housing, mixed-use developments, or specialized logistic nodes. To support this, the state's warehousing and goods movement guidelines will be revised during the coming year through a partnership with the NJTPA and other regional planning organizations.

Rounding out the reports, NJDOT shared that they have updated their federal truck parking data for the Jason's Law survey and are refreshing the Statewide Freight Plan and a new P3 truck parking guidebook. Finally, the

Port Authority of New York and New Jersey (PANYNJ) reported a robust 2025, handling 8.9 million TEUs and more than 700,000 rail lifts.

**I. Public Participation**

Nick Giglia, founder of Restore Our Transit in Essex (ROUTE), addressed the NJTPA Board regarding weekend service on the Montclair-Boonton Line between Hoboken and Montclair State University and the loss of daily bus service previously provided by DeCamp. He said recent Portal Bridge cut-over activities, winter storms, and service disruptions — including third-rail issues on March 4 — have highlighted inadequate transit coverage, with trains reaching capacity after Bay Street and commuters experiencing extended travel times. Since DeCamp discontinued service in 2023, more than 150,000 residents in Essex and neighboring counties have faced limited transit options. Mr. Giglia proposed hourly weekend train service on the Montclair line, estimated to cost \$7 million annually, and asked NJTPA to work with NJ TRANSIT and regional partners to evaluate the proposal through the normal service planning process. He noted that recent transit surveys in Bloomfield, Glen Ridge, and Montclair are expected to demonstrate community demand.

Vito Havrila, Vice Chair and Legislative Director of the Lackawanna Coalition, also addressed the Board. He shared information about the Coalition’s monthly public meetings and reiterated the organization’s advocacy for expanded weekend rail service. The Coalition has drafted a resolution supporting hourly weekend service between Hoboken and Montclair State University and has raised the issue with NJ TRANSIT and state lawmakers during public meetings and budget hearings. The Coalition formally supports the ROUTE initiative and plans to submit statements to the Senate and Assembly budget committees requesting dedicated funding for the service in the FY 2027 state budget.

**J. Election of Secretary of the NJTPA Board of Trustees for 2026-2027**

Chairman Kenny said that Commissioner Bartlett has decided to step down from the Secretary position. Commissioner Bartlett thanked the Chair and board for the opportunity to serve the NJTPA Board and his County over the years. He nominated Somerset County Commissioner Sara Sooy for the Secretary position. Chairman Kenny asked for any other nominations from the Board, none were made. Commissioner Sooy accepted the nomination. Passaic County moved the item, Warren County seconded, and the motion passed unanimously. Chairman Kenny thanked Commissioner Bartlett for his service, hard work, and dedication to the NJTPA board.

**K. Time and Place of Next Meeting**

The next Board meeting is Monday, May 11, 2026, at 10:30 a.m. at NJTPA, One Newark Center, (1085 Raymond Blvd.), Newark, NJ 07102.

**L. Adjournment**

Warren County made a motion to adjourn at 11:57 a.m.; Morris County seconded, and it carried unanimously.

**NORTH JERSEY TRANSPORTATION PLANNING AUTHORITY, INC.**  
**Meeting of the Board of Trustees**  
**Attendance Record: March 9, 2026**

<b>Subregion/Agency</b>	<b>Voting Board Members/Alternates</b>	<b>Staff &amp; Others</b>
Middlesex County	Hon. Charles Kenny	Vijayant Rajavanshi
Warren County	Hon. Jason J. Sarnoski	Ryan Conklin
Morris County	Hon. Stephen Shaw	John Hayes
Passaic County	Hon. John Bartlett	Andras Holzmann
Bergen County	Anthony Iacono	
Union County	Hon. Michèle Delisfort	
Essex County	David Antonio	
Hudson County	Mark Kataryniak	Tanner Thul
Hunterdon County	Hon. Susan Soloway	
City of Jersey City	Elias Guseman	
Monmouth County	Joseph Ettore	
City of Newark	James Adams	
Ocean County	Hon. Frank Sadeghi	Mark Jehnke
Somerset County	Hon. Sara Sooy	
Sussex County	Tom Drabic	
Office of the Governor	Blair Gerold	
NJDOT	Michael Manzella	Deval Desai Kyle Scala Ebony Johnson Chris Feintheil
NJ TRANSIT	Jack Dean	
PANYNJ	Jay Shuffield	
Citizens Representative	Charles Burton	
<b>Other Attendees</b>		
Ted Del Guercio, III	McManimon, Scotland & Baumann, LLC	
Various members of Central Staff	NJTPA	
Vito Havrilla	Lackawanna Coalition	
Sharon Tepper Eric Affrunti	VHB	
Bob Werkmeister	GPI	
Nick Giglia	Restore Our Transit in Essex (ROUTE)	

Approved March 9, 2026

**DRAFT RESOLUTION: APPROVAL OF UPDATED TRANSPORTATION IMPROVEMENT PROGRAM PROJECT PRIORITIZATION CRITERIA**

**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 is responsible for developing the Transportation Improvement Program (TIP) for the region as required by 23 CFR 450 and 49 CFR 613; and

**WHEREAS**, on March 3, 1993, the NJTPA established criteria to prioritize projects that are programmed in the TIP, as required by the Intermodal Surface Transportation Efficiency Act (ISTEA); and

**WHEREAS**, the NJTPA has updated its criteria several times, with the last update being adopted on May 14, 2018; and

**WHEREAS**, subsequent federal transportation laws, including most recently the 2021 Infrastructure Investment and Jobs Act (IIJA), enacted several changes including new and expanded funding programs for both formula and competitive grants with an emphasis on infrastructure investments, resilience, and safety, while continuing to require MPOs to prioritize projects; and

**WHEREAS**, in July 2024 the NJTPA Executive Committee approved the award of the consultant effort to assist in the update of the current project prioritization scoring process and criteria; and

**WHEREAS**, a project Technical Advisory Committee (TAC) was established and included representation by Regional Transportation Advisory Committee members from the NJTPA region's 13 county and two city subregions; and

**WHEREAS**, the project TAC considered the need to update the criteria in light of regulatory changes, current MPO processes and programs, and recent NJTPA planning initiatives that focus on priorities such as safety, land use, active transportation and resiliency; and

**WHEREAS**, the Project Prioritization Committee recommends NJTPA approval of the attached updated TIP Project Prioritization Criteria for Local Highway and Bridge Projects, State Highway and Bridge Projects, and Transit Projects; 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, Inc, hereby approves the updated Transportation Improvement Program Project Prioritization Criteria for Local Highway and Bridge Projects, State Highway and Bridge Projects, and Transit Projects, thereby allowing Central Staff to prioritize candidate Local Concept Development applications and candidate projects for the Transportation Improvement Program and Study and Development Program, where applicable.

**BE IT FURTHER RESOLVED**, that a copy of this resolution and the attached document be forwarded to the New Jersey Department of Transportation and NJ TRANSIT for submission to the Federal Highway Administration and Federal Transit Administration.

Approved March 9, 2026

**DRAFT RESOLUTION: MINOR AMENDMENTS TO THE FY 2026-2029 TRANSPORTATION IMPROVEMENT PROGRAM TO ADD FEDERAL FUNDS TO ONE PROGRAM AND TWO PROJECTS**

**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 has 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 minor amendments to the FY 2026-2029 TIP to add federal funds to the Planning, Federal Aid program (DBNUM X30); Route 1, Northbound Bridge over Raritan River project (DBNUM 15303); and Route 23, Route 80 and Route 46 Interchange project (DBNUM 9233B6); and

**WHEREAS**, fiscal constraint is maintained by adding federal funds available from unobligated balances and the Bridge Formula 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 for submission to the Federal Highway Administration.

Approved March 9, 2026

**DRAFT RESOLUTION: MINOR AMENDMENT TO THE FY 2026 – 2029 TRANSPORTATION IMPROVEMENT PROGRAM TO TRANSFER NJTPA CARBON REDUCTION PROGRAM FUNDS TO SMALL/SPECIAL SERVICES PROGRAM FOR TWO LOCAL MOBILITY INITIATIVES PROJECTS**

**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 formally adopted the FY 2026 – 2029 Transportation Improvement Program (TIP) on September 8, 2025; and

**WHEREAS**, as directed by the Infrastructure Investment and Jobs Act (IIJA), New Jersey receives federal Carbon Reduction Program funds to advance projects designed to reduce transportation emissions, defined as carbon dioxide (CO<sub>2</sub>) emissions from on-road highway sources; and

**WHEREAS**, in coordination with NJ TRANSIT, the NJTPA supports the Local Mobility Initiatives Program with funding for shared ride service or shuttle operations, bicycle and pedestrian facilities and programs, and capital support in the form of vehicle purchase to reduce pollutant emissions and congestion; and

**WHEREAS**, New Jersey's New York-Newark urbanized area was allocated \$14.652 million in Carbon Reduction Program funds authorized in Federal Fiscal Years (FFY) 2026 and these funds are currently programmed in the TIP's program line item NJTPA Carbon Reduction Program (DBNUM N2309); and

**WHEREAS**, the NJTPA is proposing to transfer federal funds from the NJTPA Carbon Reduction Program (DBNUM N2309) line item to the NJ TRANSIT's Small/Special Services Program (DBNUM T120) line item; and

**WHEREAS**, the NJTPA is recommending the funds be used for following projects eligible for the Carbon Reduction Program:

- Jersey City Protected Bike Parking Expansion, City of Jersey City - \$426,000
- Jersey City Bike Share Expansion, City of Jersey City - \$1,115,000; and

**WHEREAS**, the NJTPA is recommending \$1,541,000 for these two projects, and a 10 percent administrative fee for NJ TRANSIT of \$154,100, for a total recommended funding amount of \$1,695,100; 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 identified projects and the specified amendment to the FY 2026-2029 Transportation Improvement Program.

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

Approved March 9, 2026

**DRAFT RESOLUTION: APPROVAL OF THE FY 2027 UNIFIED PLANNING WORK PROGRAM**

**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, pursuant to 23 U.S.C. 104 (f) et. seq. and 49 U.S.C. 1607 et. seq., is responsible for the development of the Unified Planning Work Program (UPWP) to guide the transportation planning process in northern New Jersey; and

**WHEREAS**, the Fiscal Year 2027 UPWP (July 1, 2026 to June 30, 2027) describes all urban transportation and transportation-related planning activities to be undertaken by the NJTPA Central Staff, New Jersey Department of Transportation, NJ TRANSIT, NJTPA subregions, Transportation Management Associations, and other planning agencies in the region; and

**WHEREAS**, the FY 2027 UPWP is fully consistent with the U.S. Department of Transportation Metropolitan Transportation Planning Regulations (23 CFR part 450) which became effective May 27, 2016, as well as the Infrastructure Investment and Jobs Act (IIJA); and

**WHEREAS**, any FY 2027 Compensation Plan and salary parameters will be subject to New Jersey Institute of Technology's approved salary rate schedule and bargaining unit agreements; 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.

**WHEREAS**, the NJTPA may modify the adopted FY 2027 UPWP to remove any ineligible activities per the direction of Federal Highway Administration and the Federal Transit Administration to ensure compliance with Executive Orders issued by President Donald J. Trump.

**NOW, THEREFORE, BE IT RESOLVED**, that the North Jersey Transportation Planning Authority hereby approves the FY 2027 Unified Planning Work Program for the region.

**BE IT FURTHER RESOLVED**, that a copy of this resolution is forwarded to the New Jersey Department of Transportation for submission to the Federal Highway Administration and the Federal Transit Administration.