



**JOHN P. KELLY, CHAIR**  
**VIRTUAL BOARD MEETING AGENDA**  
**March 10, 2025**  
**10:30 AM**

**Zoom Meeting**

<https://njtpa-org.zoom.us/j/91266185774?pwd=WEpYu9UwIDKZKxmfH3ND3WsbvDNxI0.1>

Meeting ID: 912 6618 5774 / Passcode: 991431

One tap mobile

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To sign up for public comment, please email [NJTPA@NJTPA.org](mailto:NJTPA@NJTPA.org) by Friday, March 7.

- A. Open Public Meetings Act Compliance
- B. Roll Call
- C. Approval of Minutes
- D. Chair's Remarks
- E. Executive Director's Report
- F. Presentation: Update on Federal Policy and Legislation — Jessica Monahan, Senior Principal, Cozen O'Connor Strategies, on behalf of the National Association of Regional Councils
- G. Committee Reports/Action Items\*
  - Project Prioritization – Commissioner Charles Kenny, Chair

1. Minor Amendment to the FY 2024-2027 Transportation Improvement Program to Add the Low Emissions Intermodal Trucks for Healthy Newark Communities Project in Essex County (Attachments G.1.a, G.1.b, G.1.c, G.1.d)
2. Minor Amendment to the FY 2024-2027 Transportation Improvement Program to Add the Sayreville Waterfront Multimodal Transportation Improvement Project in Middlesex County (G.2.a, G.2.b, G.2.c, G.2.d)

- Planning and Economic Development – Commissioner Jason Sarnoski, Chair

3. Approval of the FY 2026 Unified Planning Work Program (Attachments G.3.a, G.3.b, G.3.c)

- Freight Initiatives Committee - Commissioner Stephen Shaw, Chair

#### H. Public Participation

- I. Time and Place of Next Meeting: The next meeting of the NJTPA is May 12, 2025, at 10:30 a.m. at One Newark Center (1085 Raymond Blvd.), Newark, NJ 07102.

#### J. Adjournment

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

Defining the Vision. Shaping the Future.



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John P. Kelly, Chair  
Charles Kenny, First Vice Chair  
David W. Behrend, Executive Director

**JOHN P. KELLY, CHAIR**  
**Board Meeting Minutes**  
**January 13, 2025**

**A. Open Public Meetings Act Compliance**

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

**B. Salute to the Flag**

The Chair 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**

Morris County made a motion to approve the minutes of the November 12, 2024, meeting, Passaic County seconded, and the motion carried with three abstentions: Hudson, Hunterdon, and Sussex counties.

**E. Chair Remarks**

The Chair opened the meeting by thanking attendees and announcing the launch of a public survey for NJTPA's Long Range Transportation Plan update, *Connecting Communities*. He then highlighted the inclusion of a new equity goal based on input from last year's visioning session and urged active Board participation in shaping the plan, promoting the survey, and engaging in upcoming outreach events.

He said that safety remains a regional priority. Ocean County, one of eight subregions working on Local Safety Action Plans through an NJTPA-led consultant effort, will hold its second Local Implementation Committee meeting this month to review draft goals. Public meetings are planned for spring. The action plans are aimed at reducing fatal and serious crashes.

He said today the Board will hear a presentation from Walter Lane of the State Office of Planning Advocacy on the draft New Jersey State Development and Redevelopment Plan, currently undergoing cross-acceptance.

Subregions, counties, and municipalities will collaborate to align their planning policies with the Redevelopment Plan. Public meetings will also be scheduled statewide on the plan.

The Chair announced that the NJTPA, in cooperation with the New Jersey Department of Transportation (NJDOT) and the two other metropolitan planning organizations (MPOs) in the state, is accepting applications for the federally funded Transportation Alternatives Set-Aside Program, supporting projects like trails and safety enhancements. In Fiscal Year 2023, the program funded 32 projects, including \$824,000 for Seaside Heights safety improvements. Counties and municipalities must schedule pre-application meetings by April 11.

The Chair also thanked outgoing NJ TRANSIT President and CEO, Kevin Corbett for his work at the agency and welcomed Kris Kolluri, formerly of the Gateway Development Commission, as his successor.

## **F. Executive Director's Report**

NJTPA Executive Director David Behrend highlighted accomplishments outlined in the FY 2024 Annual Report, which was distributed at the meeting. He emphasized that this work was made possible by collaboration between Central Staff, subregions, member agencies, and planning partners. Key achievements include:

- Programming a record \$6 billion for over 200 regional projects.
- Advancing \$45.24 million in safety upgrades in six communities.
- Reaching over 250 partners in the Street Smart NJ pedestrian safety initiative.
- Progress on Local Safety Action Plans in eight subregions.
- Expanding the Complete Streets Demonstration Library.
- Completing award-winning placemaking and transportation projects, including Asbury Park's Springwood Avenue Heritage Walk.
- Launching subregional studies and Local Concept Development studies to address mobility and infrastructure needs.

Mr. Behrend thanked the Board and staff for these milestones. Turning to the development of *Connecting Communities* he emphasized the importance of public engagement to provide input to the plan. A public survey was launched today, with virtual and in-person outreach events planned. He encouraged participation. He said a January 28th virtual event will be held on active transportation. He highlighted upcoming initiatives that support the plan development:

- The Regional Capital Investment Strategy (RCIS), nearing completion, sets funding targets for transportation investments in various categories; it will be presented via a new website.
- The federally required Congestion Management Process, now being updated, addressed regional mobility needs using advanced data and modeling.
- The Climate Action Plan for the New York-New Jersey metro area is being finalized, aiming to cut greenhouse gas emissions by 2050.

He said, the draft FY 2026 Unified Planning Work Program was released in December, detailing work tasks to be conducted by Central Staff, the subregions and Transportation Management Associations. It will be discussed

further at the upcoming round of Committee meetings before adoption in March by the Board. Mr. Behrend also noted:

- Planning for the annual New Jersey TransAction Conference in April has commenced.
- Applications are being solicited for the Transit Hub Planning Program, with a deadline of February 3.
- Governor Murphy will sign the Target Zero Commission bill, which aims to eliminate traffic fatalities statewide. Mr. Behrend will serve on the Commission.

He concluded by thanking staff and subregions for their invaluable contributions to these and other efforts.

**G. Presentation: [New Jersey State Development and Redevelopment Plan](#)**

Walter Lane, Deputy Executive Director of the New Jersey Office of Planning Advocacy, presented an update on the New Jersey State Development and Redevelopment Plan. The state plan is being updated for the first time since 2001.

Mr. Lane said the plan was created by legislation in the mid-1980s as a complement to the Mount Laurel Doctrine to protect resources and promote development and redevelopment while identifying areas in the state appropriate for growth and preservation. The state plan is not designed to dictate to local jurisdictions but to provide guidance, Lane said. The office works with “all levels of government to promote good planning projects.”

After gathering input from other agencies and stakeholder groups last year, a draft preliminary plan was released last month for public comment. A cross-acceptance process is underway, which will include 21 meetings across each of the state’s 21 counties. Six public hearings around the state between February 12 and April 16 will follow before the state planning commission adopts the plan.

The 2001 state plan included eight goals, which Lane said have been advanced in some shape or form. The latest version updated the language of the original eight and added equity and climate change goals:

- Economic development: Promote economic growth that benefits all residents
- Housing: Provide adequate supply of housing for residents of all ages and incomes in communities of their choice that meet their needs and offer ready access to the full range of supportive goods and services
- Infrastructure: Economic opportunity through nation leading infrastructure
- Revitalization and recentering: Revitalize and recenter the state’s underutilized developed areas
- Climate change: Effectively address adverse impacts of global climate change.
- Natural and water resources; Protect, maintain, and restore natural and water resources and ecosystems
- Pollution and Environmental Clean-Up: Protect the environment, prevent, and clean up pollution
- Historic and Scenic Resources: Protect, enhance, and improve access to areas with exceptional archaeological, historic, cultural, scenic, open space, and recreational value.

- Equity: Implement equitable planning practices to promote thriving communities for all New Jerseyans.
- Comprehensive Planning: Foster sound and integrated planning and implementation at all levels statewide.

Over the years, he said, the NJTPA has done a lot to advance these goals through its various subregional, transportation, and regional planning studies. He encouraged the agency to be engaged in the process in the coming months. The plan includes a State Policy Map, unchanged from the previous plan, which recommends where development and preservation should occur in the state. The [Smart Growth Explorer](#) will help identify areas suitable for development and areas suitable for conservation. Lane said the final state plan hopefully will be adopted by the end of this year. A copy of his presentation is [available here](#).

Commissioner Shaw asked how the Highlands Regional Master Plan will be coordinated with the state plan. Mr. Lane responded that his agency is working very closely with the Highlands Council and that the state plan is consistent with the Highlands Regional Master Plan.

Michael Manzella, Jersey City, asked Mr. Lane whether efforts will be made with the various legislative and administrative bodies in Trenton to help ensure the state plan is implemented by municipalities as intended. Mr. Lane said that the NJTPA and other agencies already consider the need for coordination with state planning goals in their own programs. Consistency and coordination among various levels of government, he said, can be supported through grants or other incentives. Examples of this cooperation are useful for demonstrating the practical benefits of implementing the state plan.

## **H. Committee Reports/Action Items**

### **Project Prioritization** — Middlesex County Commissioner Charles Kenny, Chair

Commissioner Kenny said the committee considered two action items requiring Board approval, and two items item that need no further action.

The first item for approval is Minor Amendments to the FY 2024-2027 Transportation Improvement Program (TIP) to Align an Increase Federal Funds on the CR 508 (Bridge Street) Bridge over Passaic River Project in Essex and Hudson counties. Central Staff, Essex and Hudson counties and the City of Newark reviewed this Minor Amendment, which will allow funds to be programmed and the project to advance.

The second item for approval is Minor Amendments to the TIP to Add the Route 7, Kearny Drainage Improvements Project in Hudson County. The funds for this Minor Amendment were originally added to the FY 2022 TIP to allow construction to proceed in 2023. However, Federal Infrastructure for Rebuilding America Grant (INFRA) funds needed for the project just became available for obligation and need to be reprogrammed in the current TIP to receive federal authorization.

The Committee also approved two TIP modifications. The first adds federal funds to the Other Rail Station/Terminal Improvements Program to support the design and construction of the Long Branch Station Pedestrian Tunnel project in Monmouth County. The other adds federal funds to two projects in Bergen County: the Route 4, Grand Avenue Bridge project and the Route 4, Hackensack River Bridge project. No further action was required for these items.

**Action Item 1: Minor Amendments to the FY 2024-2027 Transportation Improvement Program to Align and Increase Federal Funds on the CR 508 (Bridge Street) Bridge over Passaic River Project in Essex and Hudson Counties. (Attachment 2) [Details here on page 17.](#)**

Essex County moved the item, Hudson County seconded, and it carried unanimously.

**Action Item 2: Minor Amendments to the FY 2024-2027 Transportation Improvement Program to Add the Route 7, Kearny Drainage Improvements Project in Bergen and Hudson Counties (Attachment 3) [Details here on page 24.](#)**

Hudson County moved the item, Passaic County seconded, and it carried unanimously.

**Planning and Economic Development**— Union County Commissioner Bette Jane Kowalski, Vice Chair Commissioner Kowalski said the Committee considered two action items requiring Board approval. The first item is the Adoption of NJTPA-Specific Roadway Safety Performance Measure Targets for 2025. She said the Federal Highway Administration (FHWA) established national performance measures for use by state departments of transportation and MPOs to assess serious injuries and fatalities. Since 2022, the NJTPA has set its own regional safety targets, rather than adopting those set by NJDOT, aiming to make progress toward eliminating fatalities and serious injuries by 2050. The action asks the Board to adopt these targets as suitable benchmarks for the region. Data continues to show increases in fatalities and serious injuries, partly due to an increase in unsafe travel behaviors since the COVID-19 pandemic. Preliminary 2024 data suggest even higher totals. The NJTPA will continue to bolster safety programs and projects to make progress toward the targets.

The second item for Board approval is Support for Adjusted Pavement and Bridge Performance Measure Targets Set by the NJDOT (Attachment 5). She said the NJTPA adopted a resolution in 2023 to support NJDOT’s statewide two-year targets for the condition of National Highway System pavement and bridges, travel reliability, and freight. In keeping with federal regulations, NJDOT chose to adjust their targets for six pavement and bridge measures in the progress report recently submitted to FHWA. This action item adopts those revised targets for the region.

**Action Item 3: Adoption of The NJTPA -Specific Roadway Safety Performance Measure Targets for 2025 (Attachment 4) [Details here on page 30.](#)**

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

**Action Item 4: Support for Adjusted Pavement and Bridge Performance Measure Targets Set by the New Jersey Department of Transportation (Attachment 5) [Details here on page 39.](#)**

Sussex County moved the item, Bergen County seconded, and it carried unanimously.

**Freight Initiatives Committee** — Commissioner Stephen H. Shaw, Chair

Commissioner Shaw said Central Staff reported that the first three tasks of the 2050 Freight Industry Level Forecast Update, which began one year ago, have been completed. This includes the methodological framework, data acquisition, and commodity flow data disaggregation. Tasks currently underway include the e-commerce analysis and the Freight Forecasting Tool Update, with an expected study completion date of June 2025.

On November 14, a consultant contract was awarded for the FY 2025 Freight Concept Development Program Studies. This includes: one project in Morris County, the East Hanover Avenue Bridge Catenary Rail Clearance

Project, in Morris Plains and Morris Township and two studies in Middlesex County, the Southern Middlesex County North-South Truck Corridor Project in Cranbury and Monroe, and a Preliminary Screening for Plate F Vertical Rail Clearance in Perth Amboy.

The FIC meeting featured a panel of three speakers who updated the committee on regional rail freight issues. Ryan Hill, Chief Engineer of Design and Construction at Conrail, discussed major rail infrastructure projects undertaken by Conrail in North Jersey to improve operational efficiency, alleviate congestion, and support customer needs. Kean Burenga, President and Managing Partner of the Chesapeake & Delaware, discussed infrastructure projects in the NJTPA region, emphasizing safety, efficiency, and sustainability. Bhavin Kapadia, a Project Manager at NJDOT, discussed details of the state’s Rail Freight Assistance Program, including eligibility, application requirements, and award selection. The presentations are available [here](#).

In member updates, the Port Authority reported that it hosted a maritime conference in November regarding alternative fuels for vessels. NJ TRANSIT reported that it recently submitted the draft New Jersey State Rail Plan to the Federal Railroad Administration and is awaiting notification of its acceptance.

### **Public Participation**

Andy Weiss inquired about what he said is the missing final Environmental Impact Statement (EIS) for the NJ TRANSIT Northern Branch Corridor Project also known as the Hudson-Bergen Light Rail Extension into Bergen County. Mr. Weiss stated that NJ TRANSIT gave conflicting information about the final EIS. According to Mr. Weiss, NJ TRANSIT told the legislature that they sent the final EIS to the Federal Transit Administration (FTA) in 2018 and told Congressman Josh Gottheimer the same thing. He said the document should have been published in the Federal Register and that never happened. NJ TRANSIT rejected his OPRA request for a copy of the document. The only document posted online was the draft EIS. He asked why the final document has been held for years and not published as required.

In response, Jeremy Colangelo-Bryan, NJ TRANSIT, said there is apparently a misunderstanding of the process. He said to his knowledge – though it has been several years since it occurred – the draft final EIS was submitted to the FTA. It then is under FTA’s jurisdiction to approve the documents and proceed to publish a final EIS. He said NJ TRANSIT continues to work with the FTA to advance the Northern Branch project and that substantial funding is needed for it. Peter Botsolas, Bergen County, indicated that this was also his understanding of the status of the project. This concluded public participation.

### **J. Time and Place of Next Meeting**

Chairman Kelly announced that the next meeting of the Board will be held in-person on Monday, March 10, 2025, at 10:30 a.m. at NJTPA, One Newark Center, (1085 Raymond Blvd.), Newark, NJ 07102.

### **K. Adjournment**

At 11:35 a.m., a motion to adjourn was made by Middlesex County, seconded by Morris County, and carried unanimously.

**NORTH JERSEY TRANSPORTATION PLANNING AUTHORITY, INC.**  
**Meeting of the Board of Trustees**  
**Attendance Record: January 13, 2025**

<b>Subregion/Agency</b>	<b>Voting Board Members/Alternates</b>	<b>Staff &amp; Others</b>
Bergen County	Peter Botsolas	
Essex County	David Antonio	
Hudson County	Tom Malavasi	Tanner Thul
Hunterdon County	Hon. Zachary Rich	Bob Hornby Katherine Fullerton
Jersey City	Mike Manzella	
Middlesex County	Hon. Charles Kenny	Andrew Lappitt
Monmouth County	Joe Ettore	
Morris County	Hon. Stephen Shaw	John Hayes Kevin Stephens
Newark		Raymond Concepcion Trevor Howard
Ocean County	Hon. John P. Kelly	Mark Jehnke
Passaic County	Hon. John Bartlett	Andras Holzmann
Somerset County	Hon. Sara Sooy	Matt Loper
Sussex County	Hon. Jack DeGroot	Tom Drabic
Union County	Hon. Bette Jane Kowalski	
Warren County	David Dech	
Office of the Governor	Dorian Smith	
NJDOT	Megan Fackler	
NJ TRANSIT	Jeremy Colangelo-Bryan	
Port Authority of New York & New Jersey	Jay Shuffield	
Citizens Representative	Charles Burton	

<b>Other Attendees</b>	
Bakari Lee	Legal Counsel
Various members of Central Staff	NJTPA
Walter Lane	New Jersey Office of Planning Advocacy
Bob Werkmeister	GPI
Sutapa Bandyopadhyay	FHWA
Edward Murray	Photographer
Andy Weiss	

Approved January 13, 2025

**DRAFT RESOLUTION: MINOR AMENDMENT TO THE FY 2024-2027  
TRANSPORTATION IMPROVEMENT PROGRAM TO ALIGN  
AND INCREASE FEDERAL FUNDS ON THE CR 508 (BRIDGE  
STREET) BRIDGE OVER PASSAIC RIVER PROJECT IN ESSEX  
AND HUDSON COUNTIES**

**WHEREAS**, the North Jersey Transportation Planning Authority (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 2024-2027 Transportation Improvement Program (TIP) on September 12, 2023; and

**WHEREAS**, the NJTPA on September 24, 2012 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 federal funds are added to a 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**, Essex County has requested a minor amendment to the FY 2024-2027 TIP to align and increase federal funds on the CR 508 (Bridge Street) Bridge over Passaic River project (DBNUM N1602) in Essex and Hudson Counties; and

**WHEREAS**, fiscal constraint is maintained through the NJTPA, Future Projects Program Line Item; 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 2024-2027 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 amendment to the FY 2024-2027 Transportation Improvement Program.

**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.

Approved January 13, 2025

**DRAFT RESOLUTION: MINOR AMENDMENT TO THE FY 2024-2027  
TRANSPORTATION IMPROVEMENT PROGRAM TO ADD THE  
ROUTE 7, KEARNY, DRAINAGE IMPROVEMENTS PROJECT  
IN BERGEN AND HUDSON COUNTIES**

**WHEREAS**, the North Jersey Transportation Planning Authority (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 formally adopted the FY 2024-2027 Transportation Improvement Program (TIP) on September 12, 2023; and

**WHEREAS**, the NJTPA on September 24, 2012 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 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 2024-2027 TIP to add the Route 7, Kearny, Drainage Improvements project (DBNUM 93186); and

**WHEREAS**, fiscal constraint is maintained for these changes through funds available from a federal grant (FY 2022 INFRA discretionary grant award), and a funding match from the State of New Jersey; 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 2024-2027 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 2024-2027 Transportation Improvement Program.

**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.

Approved January 13, 2025

**DRAFT RESOLUTION: ADOPTION OF NJTPA-SPECIFIC ROADWAY SAFETY PERFORMANCE MEASURE TARGETS FOR 2025**

**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 establishes and uses a performance-based approach to transportation decision-making to support national goals; that each MPO shall establish performance targets that address the performance measures, tracking progress toward attainment of critical outcomes for the region; and that each MPO shall integrate those targets into its planning documents and processes; and

**WHEREAS**, the Federal Highway Administration (FHWA) published the final Highway Safety Improvement Program (HSIP) and Safety Performance Measures rules (23 CFR Parts 924 and 490, respectively), requiring states and MPOs to annually develop and adopt targets assessing the number of motor vehicle crash-related serious injuries and fatalities; serious injuries and fatalities per vehicle miles traveled (VMT); and the number of serious injuries and fatalities of non-motorized users; and

**WHEREAS**, on May 27, 2016, FHWA issued a final rule on metropolitan planning (23 CFR 450 and 771 and 49 CFR 613), under which MPOs must adopt safety targets within 180 days of state target adoption; and

**WHEREAS**, the final rule also requires that MPOs coordinate with the New Jersey Department of Transportation (NJDOT) to set performance targets for the specified measures and integrate those targets into their planning documents and processes; and

**WHEREAS**, the NJTPA coordinated with NJDOT, the New Jersey Division of Highway Traffic Safety, and the other MPOs in New Jersey on analyzing trends and developing appropriate safety targets; and

**WHEREAS**, the final rule on metropolitan planning states that MPOs have the option to (1) agree to program investments in support of NJDOT's targets, or (2) set their own quantifiable targets; and

**WHEREAS**, the NJDOT notified the NJTPA of statewide roadway safety targets on September 19, 2024; and

**WHEREAS**, the NJTPA has developed quantifiable targets for the NJTPA region that serve as suitable benchmarks along a trajectory to achieving an elimination of traffic deaths and serious injuries by 2050; and

**WHEREAS**, these targets align with the planning goals and desired outcomes for the projects and programs of the NJTPA Long Range Transportation Plan and Transportation Improvement Program; 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 adopts the attached targets for the roadway safety performance measures listed in National Performance Management Measures: Highway Safety Improvement Program (HSIP); Final Rule (23 CFR 490); 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.

Approved January 13, 2025

**DRAFT RESOLUTION: SUPPORT FOR ADJUSTED PAVEMENT AND BRIDGE PERFORMANCE MEASURE TARGETS SET BY THE NEW JERSEY DEPARTMENT OF TRANSPORTATION**

**WHEREAS**, the North Jersey Transportation Planning Authority (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 State department of transportation (DOT) and MPO shall: set performance targets for the established 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 Authority (FHWA) has established national performance measures for use in the performance-based planning process; and

**WHEREAS**, the New Jersey Department of Transportation (NJDOT) set two- and four-year statewide targets for the second performance period (2022–2025) in the Baseline Performance Period Report, submitted to FHWA on October 1, 2022; and

**WHEREAS**, the NJTPA established MPO targets by supporting the NJDOT statewide two- and four-year statewide targets for the 2011-2025 performance period by resolution on May 8, 2023; and

**WHEREAS**, in the Mid Performance Period Progress Report submitted to FHWA on October 1, 2024, the NJDOT submitted adjusted statewide four-year targets for six pavement and bridge measures: 1) percent of the Interstate NHS pavement lane-miles in good condition; 2) percent of the Interstate NHS pavement lane-miles in poor condition; 3) percent of the non-Interstate NHS pavement lane-miles in good condition; 4) percent of the non-Interstate NHS pavement lane-miles in poor condition, 5) percent of the NHS bridges (by deck area) in good condition, and 6) percent of the NHS bridges (by deck area) in poor condition; and

**WHEREAS**, the FHWA rules on performance management require that MPOs and State departments of transportation coordinate on setting performance targets; and

**WHEREAS**, the FHWA rules also require that, if a state DOT adjusts a four-year target in the Mid Performance Period Progress Report, and if the MPO established its corresponding target by supporting the State DOT target, then the MPO shall, within 180 days, either support the adjusted statewide four-year target or commit to a new quantifiable target for that performance measure for its metropolitan planning area; and

**WHEREAS**, the adjusted statewide four-year 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**, 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 supports the NJDOT adjusted statewide four-year targets for the six pavement and bridge performance measures; and

**BE IT FURTHER RESOLVED**, that the NJTPA will program investments that support the achievement of these performance targets; 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.

Attachments G.1.a, G.1.b, G.1.c, G.1.d

**DRAFT RESOLUTION: MINOR AMENDMENT TO THE FY 2024 – 2027  
TRANSPORTATION IMPROVEMENT PROGRAM TO ADD THE  
LOW EMISSIONS INTERMODAL TRUCKS FOR HEALTHY  
NEWARK COMMUNITIES PROJECT IN ESSEX COUNTY**

**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 2024 – 2027 Transportation Improvement Program (TIP) on September 12, 2023; and

**WHEREAS**, the NJTPA on September 24, 2012 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 or program with federal funds is added to the TIP and a new air quality conformity determination is not required, this constitutes a minor amendment; and

**WHEREAS**, the Port Newark Container Terminal has requested a minor amendment to the FY 2024 – 2027 TIP to add the Low Emissions Intermodal Trucks for Healthy Newark Communities project in Essex County with \$2.2 million in federal funds and \$1.6 million in local match funds, totaling \$3.8 million for Capital Acquisition (CAP) work; and

**WHEREAS**, fiscal constraint is maintained through funds available from the FY 2022 FHWA Reduction of Truck Emissions at Port Facilities Grant Program in the amount of \$2.2 million, and local match funds in the amount of \$1.6 million; and

**WHEREAS**, this minor amendment does not require 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 this action; and

**WHEREAS**, the FY 2024 – 2027 TIP conforms to federal performance-based planning requirements; and

**WHEREAS**, consistent with NJTPA public participation procedures, the NJTPA has provided opportunities for review of this action; 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 amendment to the FY 2024 – 2027 Transportation Improvement Program.

**BE IT FURTHER RESOLVED** that a copy of this resolution is forwarded to the Port Newark Container Terminal, LLC for submission to the Federal Highway Administration.

## Summary of Action

### **Minor Amendment to the FY 2024 – 2027 Transportation Improvement Program to Add the Low Emissions Intermodal Trucks for Healthy Newark Communities Project in Essex County**

**Action:** Approval of a request from the Port Newark Container Terminal to amend the FY 2024 – 2027 Transportation Improvement Program (TIP) by adding the Low Emissions Intermodal Trucks for Healthy Newark Communities project, as detailed below.

#### **Minor Amendment:**

- **Low Emissions Intermodal Trucks for Healthy Newark Communities, Essex County, DBNUM NDFH2501**

The Port Newark Container Terminal (PNCT) has been awarded \$2.2 million in Reduction of Truck Emissions at Port Facilities (RTEPF) grant funds from the Federal Highway Administration (FHWA) and has requested that this project be added to the TIP. The project will be programmed with \$2.2 million of RTEPF funds, and \$1.6 million in local match funds (OTHER), totaling \$3.8 million for Capital Acquisition (CAP) work in Federal Fiscal Year (FFY) 2025. This project involves the replacement of 20 diesel trucks with low (near zero) emission propane trucks. The goal of this project is to improve air quality by reducing pollution from idling trucks at the port, while modernizing infrastructure and strengthening supply chains. FHWA requires the project be included in the TIP to complete the funding authorization process for PNCT.

**Background:** According to the *Memorandum of Understanding for Statewide Procedures for TIP/STIP Revisions between the NJTPA, NJDOT and NJ TRANSIT (MOU)*, when a project or program that FHWA or Federal Transit Administration (FTA) funds is required to be added to the TIP and a new air quality conformity determination is not required, this constitutes a minor amendment, and action is required by the NJTPA Project Prioritization Committee and the Board of Trustees. The following TIP revision falls within the MOU guidelines to be approved as a minor amendment.

Central Staff, Essex County and the City of Newark have reviewed the request. The project does not require an air quality conformity determination and does not impact the current conformity determination. Fiscal constraint is maintained through funds available from the FY 2022 FHWA RTEPF in the amount of \$2.2 million, and local match funds in the amount of \$1.6 million. Additional information is provided in the attached documents.

**Justification for Action:** Approval of this TIP minor amendment will allow the federal grant funds to be secured and the referenced project to advance.

**Staff Recommendation:** Central Staff recommends approval of this action.

*PENDING ACTION*

**NJTPA**

**Transportation Improvement Program Fiscal Years 2024 - 2027**

**Routes:** Mileposts: DBNUM: NDFH2501

**Name:** Low Emissions Intermodal Trucks for Healthy Newark Communities

This project involves the replacement of twenty diesel trucks with low (near zero) emission propane trucks. The goal of this project is to improve air quality by reducing pollution from idling trucks at the port, while modernizing infrastructure and strengthening supply chains.

This project has received:  
 \$2.2 million of FHWA Reduction of Truck Emissions at Port Facilities Program funds in FY 2022.  
 \$1.6 million is being added as a local match.

**Counties:** Essex **Municipalities:** Newark

**RCIS Category:** Environment/Air Quality

**AQ Code:** NA

**Sponsor:** Port Newark Container Terminal **Est. Total Project Cost: (Million) \$3.800**

*Pending*

FY 2024 - 2027 TIP Cost: (Million) \$3.800

Unconstrained  
Year

MPO	PHASE	SOURCE	2024	2025	2026	2027	2028-2033
NJTPA	CAP	OTHER		\$1.600			
NJTPA	CAP	RTEPF		\$2.200			
				\$3.800			



Port Newark Container Terminal, LLC  
241 Calcutta Street · Port Newark, NJ 07114  
Phone: (973) 522-2200 · Fax: (973) 491-0932  
Web: www.pnct.net · Email: customerservice@pnct.net

January 31, 2025

Mr. David W. Behrend  
Executive Director  
North Jersey Transportation Planning Authority  
One Newark Center, 17<sup>th</sup> Floor  
Newark, NJ 07102

**RE: Port Newark Container Terminal (PNCT) Low Emissions Intermodal Trucks for Healthy Newark Communities Request for North Jersey Transportation Planning Authority's (NJTPA) Transportation Improvement Program**

Dear Mr. Behrend:

Please let this letter serve as PNCT's request to include the Low Emissions Intermodal Truck for Healthy Newark Communities within the North Jersey Transportation Planning Authority's (NJTPA) Transportation Improvement Program (TIP).

This equipment project, which has been designated for a \$2,200,000.00 award from the Federal Highway Administration (FHWA), will replace 20 diesel trucks with more efficient trucks that run on low-emitting propane fuel. These trucks will reduce more than 99% of harmful NOx emissions compared with diesel trucks currently used at the port facility. The Project will have a direct effect on reducing ozone concentrations in the atmosphere as well as diesel particulate matter in adjacent disadvantaged communities located within a nonattainment area. Inclusion of this project in the NJTPA's TIP is part of the requirement of the FHWA to complete the funding authorization process for subject grant program.

Pertaining to the request for inclusion of this project as a NJTPA Planning Study (PLS), please find the following requested information:

**Contact Name for the Project:** Calogero Ferlisi, Project Manager

**Project Total Cost:** \$3,800,000.00

**Source of Local Match Funds:** PNCT will be providing the private portion of the funding required for the project. PNCT is committed to investing in the reduction of emissions in both the port and surrounding communities.

**Schedule for Authorization of Federal Funds:** PNCT is working with the FHWA pertaining fulfilling all requirements and anticipated authorization of funding in March 2025.

**Funding Table:** Upon notification of authorization to spend Federal funds, PNCT will develop a Request for Proposal (RFP) for subject terminal trucks. Anticipated receipt of responses, evaluation of proposals and award for contract is anticipated to occur within 6-8 weeks after release of RFP.

**Description of Work:** The Low Emissions Intermodal Trucks for Healthy Newark Communities Project (the Project) will replace 20 diesel trucks with low- (near-zero) emissions propane trucks with innovative 8.8L PSI engines at PNCT. The engines represent a new technology for intermodal trucks, making low-emissions propane yard trucks newly available and practical for Port facilities. The propane trucks that will be purchased have been tested and proven to reduce multiple criteria pollutants, with the most dramatic emissions reductions seen for nitrogen oxides (NOx) emissions. All reductions in emissions will accrue to the adjacent disadvantaged communities, many of which are in the 97th



Port Newark Container Terminal, LLC  
241 Calcutta Street · Port Newark, NJ 07114  
Phone: (973) 522-2200 · Fax: (973) 491-0932  
Web: [www.pnct.net](http://www.pnct.net) · Email: [customerservice@pnct.net](mailto:customerservice@pnct.net)

percentile or above for diesel particulate matter (DPM) exposure according to the Climate and Economic Justice Screening Tool (CEJST) and fall within an EPA non-attainment zone for Ozone. In addition to implementing low-emissions powertrains and fuels, the Project will improve efficiency, capacity, and reliability at the port facility because of a reduction in downtime for preventive maintenance for the propane vehicles when compared with the diesel trucks currently in operation. These efficiency improvements will result in additional emissions reduction benefits as well as contribute to overall supply chain and intermodal efficiency for the northeast region.

**Geographic Area:** This project is located in the city of Newark, New Jersey at the Port of New York and New Jersey.

PNCT appreciates your review and consideration of this project. If you have any questions or additional information is needed, please do not hesitate to contact me.

Sincerely,

A handwritten signature in black ink, appearing to read 'Gregory Kim', is written over a thin horizontal line.

Gregory Kim  
Grant Administrator



**DRAFT RESOLUTION: MINOR AMENDMENT TO THE FY 2024 – 2027  
TRANSPORTATION IMPROVEMENT PROGRAM TO ADD THE  
SAYREVILLE WATERFRONT MULTIMODAL  
TRANSPORTATION IMPROVEMENT PROJECT IN  
MIDDLESEX COUNTY**

**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 2024 – 2027 Transportation Improvement Program (TIP) on September 12, 2023; and

**WHEREAS**, the NJTPA on September 24, 2012 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 or program with federal funds is added to the TIP and a new air quality conformity determination is not required, this constitutes a minor amendment; and

**WHEREAS**, the Sayreville Economic & Redevelopment Agency has requested a minor amendment to the FY 2024 – 2027 TIP to add the Sayreville Waterfront Multimodal Transportation Improvement Project in Middlesex County with \$1.316 million in federal funds for Planning Study (PLS) work; and

**WHEREAS**, fiscal constraint is maintained by adding \$1.316 million of FY 2022 Federal Transit Administration Congressionally Directed Spending Grant Program (DEMO) funds to this project; and

**WHEREAS**, this minor amendment is exempt from an air quality conformity analysis 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 this action; and

**WHEREAS**, the FY 2024 – 2027 TIP conforms to federal performance-based planning requirements; and

**WHEREAS**, consistent with NJTPA public participation procedures, the NJTPA has provided opportunities for review of this action; 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 amendment to the FY 2024 – 2027 Transportation Improvement Program.

**BE IT FURTHER RESOLVED** that a copy of this resolution is forwarded to the Sayreville Economic & Redevelopment Agency for submission to the Federal Transit Administration.

## Summary of Action

### **Minor Amendment to the FY 2024 – 2027 Transportation Improvement Program to Add the Sayreville Waterfront Multimodal Transportation Improvement Project in Middlesex County**

**Action:** Approval of a request from the Sayreville Economic & Redevelopment Agency (SERA) to amend the FY 2024 – 2027 Transportation Improvement Program (TIP) by adding the Sayreville Waterfront Multimodal Transportation Improvement project, as detailed below.

#### **Minor Amendment:**

- **Sayreville Waterfront Multimodal Transportation Improvement, Middlesex County, DBNUM NT2501**

SERA has been awarded a \$1.316 million Congressionally Directed Spending grant (DEMO) from the Federal Transit Administration (FTA) and has requested that this project be added to the TIP. The project will be programmed with \$1.316 million of DEMO funds for Planning Study (PLS) work in Federal Fiscal Year (FFY) 2025. This planning study will examine, identify, and assess the feasibility of constructing multimodal transportation connectivity between isolated parcels in the Sayreville Waterfront Redevelopment Area and the South Amboy Transit Station and Ferry Terminal. FTA requires the project be included in the TIP to complete the funding authorization process for SERA.

**Background:** According to the *Memorandum of Understanding for Statewide Procedures for TIP/STIP Revisions between the NJTPA, NJDOT and NJ TRANSIT* (MOU), when a project or program that uses Federal Highway Administration (FHWA) or FTA funds is required to be added to the TIP and a new air quality conformity determination is not required, this constitutes a minor amendment, and action is required by the NJTPA Project Prioritization Committee and the Board of Trustees. The following TIP revision falls within the MOU guidelines to be approved as a minor amendment.

Central Staff and Middlesex County have reviewed the request. The project is exempt from air quality conformity determination and does not impact the current conformity determination. Fiscal constraint is maintained through funds available from the FY 2022 FTA Congressionally Directed Spending Grant Program in the amount of \$1.316 million. Additional information is provided in the attached documents.

**Justification for Action:** Approval of this TIP minor amendment will allow the federal grant funds to be secured and the referenced project to advance.

**Staff Recommendation:** Central Staff recommends approval of this action.

*PENDING ACTION*

**NJTPA**

**Transportation Improvement Program Fiscal Years 2024 - 2027**

**Routes:** Mileposts: DBNUM: NT2501

**Name:** Sayreville Waterfront Multimodal Transportation Improvement Project

This planning study will examine, identify, and assess the feasibility of construction of multimodal transportation connectivity between isolated parcels in the Sayreville Waterfront Redevelopment Area and the South Amboy Transit Station and Ferry Terminal.

This project has received:  
\$1.316 million of FTA Congressionally Directed Spending Program funds

**Counties:** Middlesex **Municipalities:** Sayreville

**RCIS Category:** Transit Enhancement

**AQ Code:** O10a

**Sponsor:** Sayreville Economic & Redevelopment Agency **Est. Total Project Cost: (Million) \$1.316**

*Pending*

FY 2024 - 2027 TIP Cost: (Million) \$1.316

Unconstrained  
Year

MPO	PHASE	SOURCE	2024	2025	2026	2027	2028-2033
NJTPA	PLS	DEMO		\$1.316			
				\$1.316			



## Sayreville Economic & Redevelopment Agency

January 23, 2025

Mr. David W. Behrend, Executive Director  
North Jersey Transportation Planning Authority  
One Newark Center, 17th Floor  
Newark, NJ 07102

Dear Mr. Behrend:

Please let this letter serve as the Sayreville Economic & Redevelopment Agency request to include the municipality's Intermodal Transportation Infrastructure Planning Project within the North Jersey Transportation Planning Authority's (NJTPA) Transportation Improvement Program (TIP).

This Planning Project, which has been designated for a \$1,300,000.00 award from the Federal Transit Administration (FTA), will examine, identify and assess the feasibility of construction of a multimodal transportation connectivity between isolated parcels in the Sayreville Waterfront Redevelopment Area and nearby rail/ferry hub in South Amboy. Inclusion of this Planning Project in the NJTPA's TIP is a requirement of the FTA to complete the funding authorization process for the Sayreville Economic & Redevelopment Agency.

Pertaining to this request for inclusion of this project as a NJTPA Planning Study (PLS), please find the following requested information:

Contact name for the Project: Himanshu Shah, Executive Director

Project Total Cost: \$1,300,000.00, award notice attached.

Source of Local Match Funds: There are no matching funds required as this project is a Planning Study.

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Schedule for Authorization of Federal Funds: The Sayreville Economic & Redevelopment Agency continues to work with the FTA pertaining to onboarding requirements and anticipates authorization of funding by March 2025.

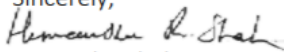
Funding Table: Upon notification of authorization to spend Federal funds, the Sayreville Economic & Redevelopment Agency will retain a consultant to develop a Request for Proposal, which will be posted and made available in accordance with public procurement laws, to interested parties for the purpose of conducting the Planning Study. The Sayreville Economic & Redevelopment Agency anticipates awarding the Professional Service contract to develop the RFP in June 2025. Anticipated receipt of responses, evaluation of proposals and award of contract for the Planning Study is anticipated to occur by September 2025.

Description of Work: The funding will be used to engage engineers, planners and other design professionals, project managers, civil contractors and land-use attorneys to study the feasibility of alternative routes for multimodal connectivity in the Sayreville Waterfront Redevelopment Area; to develop preliminary plans for the proposed routes; to analyze costs and prepare capital budgets; and to identify and engage stakeholders whose participation is necessary for the ultimate delivery of the proposed improvements.

Geographic Area: This Planning Study project area includes the Sayreville Waterfront Redevelopment Area in the northeast corner of the Borough and a portion of neighboring town of South Amboy, Middlesex County New Jersey. The municipality is located within Congressional District six(6).

The Sayreville Economic & Redevelopment Agency appreciates your review and consideration of this project. If you have any questions or additional information is needed, please do not hesitate to contact me.

Sincerely,



Himanshu Shah

Executive Director

Attachments G.3.a, G.3.b, G.3.c

**DRAFT RESOLUTION: APPROVAL OF THE FY 2026 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 2026 UPWP (July 1, 2025 to June 30, 2026) 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 2026 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 2026 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**, the NJTPA Central Staff may modify the adopted FY 2026 UPWP to update or remove any subtask activities that are no longer eligible or required per the direction of Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA), to ensure compliance with recent Executive Orders issued by President Donald J. Trump and ensure timely approval and authorization of federal funds by FHWA and FTA.

**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 FY 2026 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.

## **Summary of Action**

### **Approval of the FY 2026 Unified Planning Work Program**

**Action:** Approval of the FY 2026 Unified Planning Work Program (UPWP).

**Background:** The UPWP describes all metropolitan transportation and transportation-related planning activities to be undertaken by NJTPA Central Staff, subregions, member agencies and the Transportation Management Associations during FY 2026 (July 1, 2025 to June 30, 2026). This document has been developed with the direct input of the federal funding agencies, the New Jersey Department of Transportation (NJDOT), NJ TRANSIT, the Port Authority of New York & New Jersey, the NJTPA Board of Trustees and the Regional Transportation Advisory Committee (RTAC). The NJTPA has provided opportunities for the public to review and comment on the UPWP consistent with NJTPA public participation procedures.

Pursuant to federal planning regulations, the NJTPA is required to develop an annual UPWP. The FY 2026 UPWP is guided by the NJTPA Board of Trustees, the planning requirements of the federal Infrastructure Investment and Jobs Act (IIJA) and its precursor legislation, and *Plan 2050: Transportation. People. Opportunity.*, the NJTPA's long range transportation plan. The FY 2026 UPWP incorporates work tasks that reflect current planning priorities of the United States Department of Transportation and NJDOT.

The initial FY 2026 UPWP draft was issued in December 2024 for review. Comments received from members of the Board, subregional partners, federal sponsors and NJDOT have been reviewed and incorporated into the work program and budget where appropriate.

For informational purposes, the work program also includes Chapter IV - Other Regional Transportation Planning Initiatives, which describes other transportation and transportation-related planning activities that are not funded by the NJTPA and not included in the other chapters of the UPWP.

The proposed FY 2026 UPWP is available on the NJTPA website at: <http://www.njtpa.org/upwp>. Pending Board approval and federal authorization of the FY 2026 UPWP, final copies of the UPWP will be posted on the NJTPA's website for access by the NJTPA Board of Trustees, RTAC, and the public. A copy of the FY 2026 budget summary and comments received on the December 2024 draft are attached herewith for reference.

**Justification for Action:** NJTPA Board approval of the UPWP is necessary to ensure receipt of federal funding and for staff activities to be conducted in the upcoming fiscal year.

**Staff Recommendation:** Central Staff recommends approval of the FY 2026 UPWP.

## NJTPA FY 2026 UPWP Budget Summary

Expenditures - FY 2026 UPWP Program Activities	UPWP Budget
<b>Central Staff Program Activities</b> <i>(Chapter I)</i>	
Personnel Expenditures <sup>1,2</sup>	\$ 10,535,900
Non-Personnel Expenditures	\$ 2,261,500
Indirect Costs <sup>3</sup>	\$ 2,175,600
<b>Subtotal: Central Staff Activities</b>	<b>\$ 14,973,000</b>
<b>FY 2026 Consultant\Subrecipient Subcontracts</b> <i>(Chapter I)</i>	<b>\$ 8,165,600</b>
<b>FY 2026 Subregional Transportation Planning Program</b> <i>(Chapter II)</i>	<b>\$ 2,515,100</b>
<b>FY 2026 - FY 2027 Subregional Studies Program</b> <i>(Chapter II)</i>	<b>\$ 817,000</b>
<b>FY 2026 Transportation Management Association Program</b> <i>(Chapter III)</i>	<b>\$ 7,416,000</b>
<b>Total: FY 2026 UPWP Expenses</b>	<b>\$ 33,886,700</b>
<b>Revenues - FY 2026 UPWP Funding Authorizations</b> <sup>4</sup>	<b>UPWP Budget</b>
FHWA MPP PL Funds (IIJA FFY25, STIP DB# X30A)	\$ 12,108,432
FHWA MPP Set-aside PL Funds -SATO (IIJA FFY25, STIP DB# X30A)	\$ 269,720
FHWA MPP PL Funds, Reprogrammed (FAST Act and IIJA PL funds)	\$ 3,018,745
Flexed FTA Section 5303/5305(d) MP Program Funds (IIJA FFY24 MP, STIP DB# X30A)	\$ 3,759,081
FHWA Surface Transportation Block Grant Program (STBGP-NY/NWK) Funds (FFY25, STIP DB# X30A)	\$ 7,314,721
FHWA STBGP-NY/NWK Funds for TMA Program (NJTPA TMAs, FFY25, STIP DB# 11383)	\$ 5,130,300
FHWA STBGP-PHILA Funds for TMA Program (DVRPC TMAs, FF25, STIP DB# 11383)	\$ 2,285,700
<b>Total: FY 2026 UPWP Revenues</b>	<b>\$ 33,886,700</b>

**Notes:**

(1) The FY 2026 budget assumes the salaries of 63 full-time Central Staff employees, plus part-time staff for additional support. A total of 70.8 full time equivalent (FTE) employees are assumed, with part-time staff counted as 0.65 FTE. The FY 2026 budget also assumes an average merit pool of 4.0%.

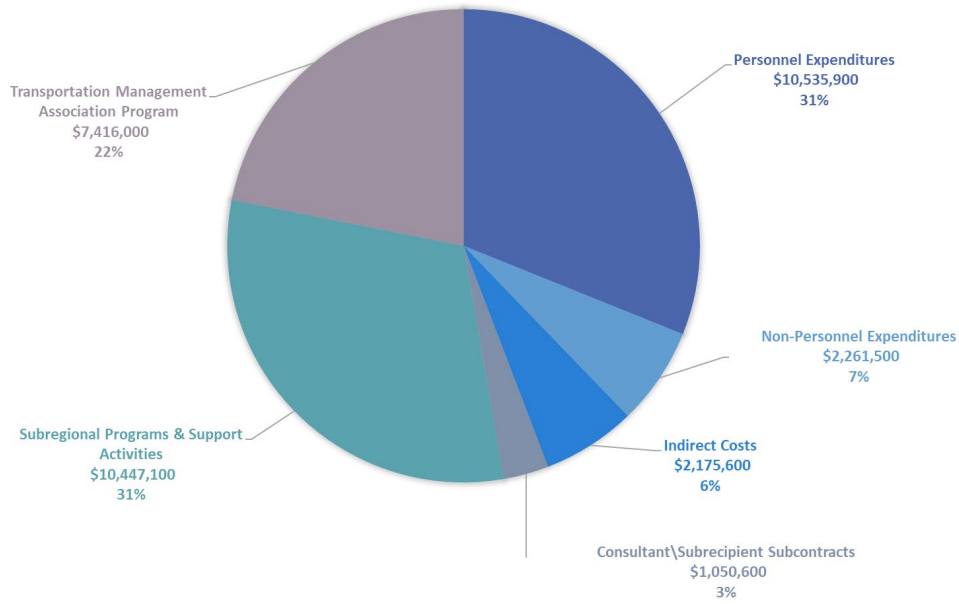
(2) FY 2026 Budget assumes provisional FY 2026 fringe benefit rates of 37% for full-time staff and 9.1% for hourly part-time staff, as agreed to by NJIT (the NJTPA's Host Agency) and the U.S. Department of Health & Human Services. Actual FY 2026 rates will be subject to audit.

(3) The FY 2026 budget for NJIT's Facilities and Administration Costs assumes a fixed amount, as stated in the current NJDOT Basic Agreement with NJTPA and NJIT (Agreement No. 2021-NJIT-001), calculated from a rate based on past fiscal years' audited costs that is applied to projected operating costs for FY 2026.

(4) Funding to be authorized for the FY 2026 work program assumes FFY25 FHWA MPP PL funds (IIJA apportionments, including 2.5% of PL funds set-aside for Safe and Accessible Transportation Options); reprogrammed FHWA MPP and Flexed FTA MP PL funds from prior apportionments (unobligated\available FAST Act and IIJA balances, including funds released from NJTPA Task Orders PL-NJ-22-01, PL-NJ-23-01 and PL-NJ-24-01); FTA 24MP PL funds flexed to FHWA; and FFY25 STBGP-NY/NWK and STBGP-PHILA funds (STIP DB Nos. X30A and 11383).

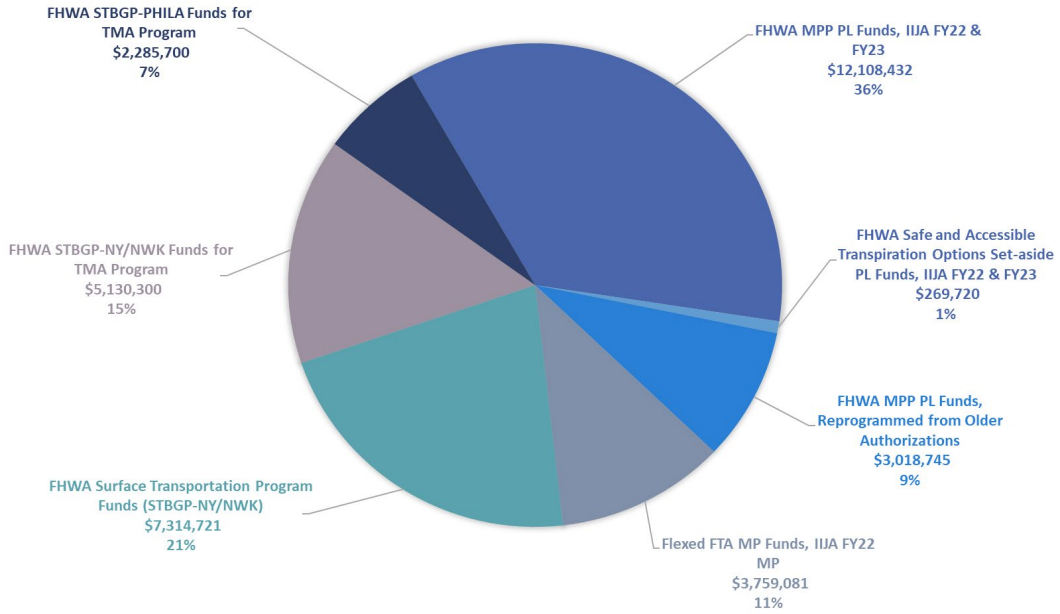
(5) For details of the central staff budget expenses, and consultant and subrecipient subcontracts, see pages 10 and 11.

**NJTPA FY 2026 UPWP BUDGET  
TOTAL EXPENDITURES \$33,886,700**



*Note: Subregional Support Activities include select Central Staff projects outlined in Chapter I, which provide direct support to local agencies*

**NJTPA FY 2026 UPWP BUDGET  
TOTAL REVENUES \$33,886,700**



**NJTPA FY 2026 UPWP Budget  
New Contractual/Consultant Projects**

**NEW FY 2026 UPWP Projects - Task Order PL-NJ-26-01**

Task ID	Task Activity	Budget Line Item	Contract Budget	Total Project Budget <sup>1</sup>	Effective Funding Period
<b>FY 2026 Consultant\Subrecipient Subcontracts (Chapter I)</b>					
SP202.004.26	NJTPA Travel Model Applications II	Subrecipient	\$ 150,000	\$ 150,400	7/1/25-6/30/26
RP302.001.26	Active Transportation Plan Refinement	Consultant	\$ 400,000	\$ 401,000	7/1/25-6/30/27
RP303.002.26	Safe Streets and Roads for All Advancement Program	Consultant	\$ 350,000	\$ 350,900	7/1/25-6/30/27
RP307.001.26	FY 2026 Planning for Emerging Centers	Consultant	\$ 550,000	\$ 551,400	7/1/25-6/30/27
RP307.002.26	FY 2026 Vibrant Communities Initiative	Subrecipient	\$ 225,000	\$ 225,600	7/1/25-6/30/26
RP307.003.26	FY 2026 Complete Streets Technical Assistance	Subrecipient	\$ 240,000	\$ 240,600	7/1/25-6/30/27
RP307.007.26	FY 2026 NJIT Municipal Placemaking Support Program	Subrecipient	\$ 50,000	\$ 50,100	7/1/25-6/30/26
LP601.001.26	FY 2026 Local Concept Development Studies	Consultant	\$ 4,000,000	\$ 4,010,000	7/1/25-6/30/28
LP602.002.26	FY 2026 LSP Studies & Analyses Technical Assistance	Consultant	\$ 1,700,000	\$ 1,704,300	7/1/25-6/30/28
PA701.001.26	FY 2026 Innovative Public Engagement	Subrecipient	\$ 100,000	\$ 100,300	7/1/25-6/30/26
IS802.001.26	FY 2026 UPWP Management System Support	Consultant	\$ 380,000	\$ 381,000	7/1/25-6/30/27
<b>Subtotal - Consultant\Subrecipient Subcontracts</b>			<b>\$ 8,145,000</b>	<b>\$ 8,165,600</b>	
<b>FY 2026 Subregional Transportation Planning Program (Chapter II)</b>					
RP304.001.26.01	Bergen County FY 2026 STP Program	Pass-Through Program	\$ 262,705	\$ 263,400	7/1/25 -6/30/26
RP304.001.26.02	Essex County FY 2026 STP Program	Pass-Through Program	\$ 181,208	\$ 181,700	7/1/25 -6/30/26
RP304.001.26.03	Hudson County FY 2026 STP Program	Pass-Through Program	\$ 156,620	\$ 157,000	7/1/25 -6/30/26
RP304.001.26.04	Hunterdon County FY 2026 STP Program	Pass-Through Program	\$ 103,763	\$ 104,000	7/1/25 -6/30/26
RP304.001.26.05	Jersey City FY 2026 STP Program	Pass-Through Program	\$ 128,163	\$ 128,500	7/1/25 -6/30/26
RP304.001.26.06	Middlesex County FY 2026 STP Program	Pass-Through Program	\$ 243,214	\$ 243,800	7/1/25 -6/30/26
RP304.001.26.07	Monmouth County FY 2026 STP Program	Pass-Through Program	\$ 206,488	\$ 207,000	7/1/25 -6/30/26
RP304.001.26.08	Morris County FY 2026 STP Program	Pass-Through Program	\$ 178,229	\$ 178,700	7/1/25 -6/30/26
RP304.001.26.09	Newark FY 2026 STP Program	Pass-Through Program	\$ 134,209	\$ 134,500	7/1/25 -6/30/26
RP304.001.26.10	Ocean County FY 2026 STP Program	Pass-Through Program	\$ 195,476	\$ 196,000	7/1/25 -6/30/26
RP304.001.26.11	Passaic County FY 2026 STP Program	Pass-Through Program	\$ 180,060	\$ 180,500	7/1/25 -6/30/26
RP304.001.26.12	Somerset County FY 2026 STP Program	Pass-Through Program	\$ 143,683	\$ 144,000	7/1/25 -6/30/26
RP304.001.26.13	Sussex County FY 2026 STP Program	Pass-Through Program	\$ 108,043	\$ 108,300	7/1/25 -6/30/26
RP304.001.26.14	Union County FY 2026 STP Program	Pass-Through Program	\$ 187,278	\$ 187,700	7/1/25 -6/30/26
RP304.001.26.15	Warren County FY 2026 STP Program	Pass-Through Program	\$ 99,740	\$ 100,000	7/1/25 -6/30/26
<b>Subtotal - Subregional Transportation Planning Program</b>			<b>\$ 2,508,875</b>	<b>\$ 2,515,100</b>	
<b>FY 2026 - FY 2027 Subregional Studies Program (Chapter II)</b>					
RP304.003.26.01	Middlesex County Transportation and Mobility Plan	Pass-Through Program	\$ 400,000	\$ 401,000	7/1/25 -6/30/27
RP304.003.26.02	Passaic County Urban Core Trucking Study	Pass-Through Program	\$ 415,000	\$ 416,000	7/1/25 -6/30/27
<b>Subtotal - Subregional Studies Program</b>			<b>\$ 815,000</b>	<b>\$ 817,000</b>	
<b>FY 2026 Transportation Management Association Program (Chapter III)</b>					
RP305.001.26.01	Avenues in Motion FY 2026 TMA Program	Pass-Through Program	\$ 1,098,250	\$ 1,101,000	7/1/25 -6/30/26
RP305.001.26.02	Cross County Connection FY 2026 TMA Program	Pass-Through Program	\$ 1,276,002	\$ 1,279,200	7/1/25 -6/30/26
RP305.001.26.03	EZRide FY 2026 TMA Program	Pass-Through Program	\$ 1,615,750	\$ 1,619,800	7/1/25 -6/30/26
RP305.001.26.04	goHunterdon FY 2026 TMA Program	Pass-Through Program	\$ 529,000	\$ 530,300	7/1/25 -6/30/26
RP305.001.26.05	Greater Mercer FY 2026 TMA Program	Pass-Through Program	\$ 1,003,998	\$ 1,006,500	7/1/25 -6/30/26
RP305.001.26.06	Hudson FY 2026 TMA Program	Pass-Through Program	\$ 598,000	\$ 599,500	7/1/25 -6/30/26
RP305.001.26.07	Keep Middlesex Moving FY 2026 TMA Program	Pass-Through Program	\$ 713,000	\$ 714,800	7/1/25 -6/30/26
RP305.001.26.08	RideWise TMA FY 2026 Program	Pass-Through Program	\$ 563,500	\$ 564,900	7/1/25 -6/30/26
<b>Subtotal - TMA Programs</b>			<b>\$ 7,397,500</b>	<b>\$ 7,416,000</b>	
<b>Total</b>			<b>\$ 18,866,375</b>	<b>\$ 18,913,700</b>	

- Notes:**
- (1) Includes 0.25% NJTPA Administration Fee, to be added to the subcontract costs for the budget and federal funding agreements.
  - (2) The following Central Staff contractual activities (Chapter I) provide direct support to local agencies: RP303.002.26, RP307.001.26, RP307.002.26, RP307.003.26, RP307.007.26, LP601.001.26, and LP602.002.26.

**NEW JERSEY DEPARTMENT OF TRANSPORTATION, FEDERAL HIGHWAY  
ADMINISTRATION, FEDERAL TRANSIT ADMINISTRATION**  
**Comments on the**  
**North Jersey Transportation Planning Authority's Draft FY 2026 UPWP**

*January 2, 2024*

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**NJDOT Comments**

Below are the Department's comments on North Jersey Transportation Planning Authority's (NJTPA) draft FY 2026 Unified Planning Work Program (UPWP):

1. NJDOT has some questions about the budget for Central Staff. Looking back over the past decade, NJTPA has consistently prepared an annual Central Staff budget that could not be spent. For example, task # SP202, SP203, LP601, PA702, and PA703 from FY23 and FY24 UPWP had been underspent due to staff vacancies or the staff was assigned a different task but all of the deliverables were completed. Still the budget and FTE for these tasks have increased in FY26 UPWP budget.

Now as we look at the draft FY 2026 UPWP, it appears that the proposed Central Staff budget has been increased by \$1.6 million (over FY2024). Please explain the rationale of increasing the budget and FTE this much when NJTPA Central Staff cannot realistically expend all of the budget?

**NJTPA Response:**

For FY 2026, the increase to FTE includes two new positions for FY 2025 and FY 2026 (a total of four new positions) to support new federal programs instituted under the Infrastructure Investment and Jobs Act and provide more technical support on our Local Capital Project Delivery and Local Safety/High Risk Rural Road Programs, along with the estimated merit pool assumptions from NJIT.

In the past several years we have made our recruiting and hiring efforts a priority in order to fill vacancies needed to meet the growing demands of the work program to be responsive to federal mandates and will continue to do so. NJTPA has also been working diligently to fill vacant positions as they arise and has successfully made several hires over the past six months.

2. Can you please explain why there is an increase in FTE for draft FY26 UPWP compared to FY25 UPWP for WP101, RP302, and PA702? Has the scope of work for these tasks been increased?

**NJTPA Response:**

The increase to FTE for WP101, includes the addition of a new position and an increase of time and effort from the Executive Leadership Team in support of management of the Unified Planning Work Program and NJTPA operations.

No additional staff have been added to PA702 or RP302, however, some staff allocations were changed to better reflect the time and effort required to complete the activities under these tasks. For example, the Executive Secretary to the Board position has increased time on the PA702 task.

3. For Task # SP202.004.26 NJTPA Travel Model Application II, is this a continuation of task SP202.004.25? Is this a multi-year project with budget being allocated every year?

**NJTPA Response:**

This is a one-year contract with a new scope each year. This is a continuing partnership with NJIT.

4. On STIP page the STBGP-NY/NWK fund is \$8.0 million under DB# X30A and STBGP-PHILA fund is \$2.0 million under DB# 11383, but on the FY26 UPWP's revenue table shows STBGP-NY/NWK Funds (FFY25, STIP DB# X30A) as \$8,222,621 and STBGP-PHILA Funds for TMA Program (DVRPC TMAs, FF25, STIP DB# 11383) is 2,285,700. Is there going to be an amendment to STIP?

**NJTPA Response:**

Yes. Once the final budget is approved by the Board in March, requests to modify the STIP will be processed to cover the additional STBGP funds required to cover the FY 2026 UPWP Budget. It's anticipated these will only be informational modifications.

5. In accordance with 2 CFR 200, MPOs are required to conduct a risk assessment on each subrecipient prior to awarding pass-through federal funds. The assessment should evaluate risk of noncompliance with Federal statutes, regulations, and terms and conditions of the subaward for purposes of determining the appropriate subrecipient monitoring. Can you confirm that NJTPA conducts a risk assessment on each of its subrecipients as well as of the Transportation Management Associations (TMA)? Please indicate where this information is found in the FY 2026 UPWP.

**NJTPA Response:**

As described in our annual Risk assessment, the NJTPA conducts pre-award desk audits to evaluate its subrecipients (Subregions and TMAs) to ensure that they are eligible to receive federal funding and are in compliance with relevant federal statutes and regulations as part of its risk assessment as appropriate. As part of it review the following activities are conducted (including but not limited to):

- Review of Annual Audit and corrective action (if applicable)
- Review of proposed staffing plan and budget
- Review of proposed fringe benefits and indirect cost rates
- Verification of non-disbarment (Federal and State)
- Review of procurement procedures

Task WP102 has been revised to clarify that Central Staff performs pre-award desk audits and risk assessments for our subrecipients.

6. NJTPA historically allocated more than \$50,000 for the budget for computer upgrades. Is it for staff computers or for any other equipment? Approximately what amount of the budget has been spent in last couple years for computer upgrade?

### **NJTPA Response:**

This budget is for staff computer upgrades as well as the upgrades of shared computer equipment required for common areas, including the NJTPA's conference, training, and board rooms. Approximately \$40,000 to \$50,000 per year has been spent in recent years.

7. In the draft FY 2026 UPWP, under Chapter 1 Consultant/Subrecipient Subcontracts there are three new projects where federal funds are to be awarded to a subrecipient without a competitive procurement process. The projects are as follows:

**RP307.002.26 FY26 Vibrant Communities - \$225,000 awarded to Voorhees Transportation Center RP307.003.26 FY26 Complete Streets Tech. Assistance - \$240,000 to Voorhees Transp. Center PA701.001.26 FY26 Innovative Public Engagement - \$100,000 to Voorhees Transportation Center**

Please refer to the Code of Federal Regulations at 2 CFR 200.320 Procurement Methods and clarify how these three awards can be made to this subrecipient without a competitive procurement process.

### **NJTPA Response:**

NJTPA has identified Rutgers University and the College of New Jersey and Sustainable Jersey as subrecipients for the following reasons under 2 CFR 200.331:

1. They are non-federal entities
2. They are involved in developing and determining the annual project scope of work and programmatic deliverables to assist the NJTPA in carrying out its work program.
3. They do not provide goods and services that are ancillary to the operation of the NJTPA's federal program.

Rutgers-VTC staff have served as an extension of the NJTPA staff that began over a decade ago as part of the Together North Jersey Initiative. Now called the Vibrant Communities Initiative, Rutgers-VTC augments staff efforts to provide technical assistance to local governments for place-making activities and to conduct research and bring together state and local stakeholders on transportation-related topics.

Sustainable Jersey at the College of New Jersey and Rutgers-VTC serve as an extension of the NJTPA staff to support NJTPA's Complete Streets Technical Assistance program. The College of New Jersey and VTC aid NJTPA staff in developing and delivering the agency's programmatic work in this area, including providing planning-level technical assistance to municipalities in our region. This program is in its eighth year.

Rutgers-VTC staff has served as an extension of the NJTPA staff conducting specialized outreach for more than a decade. In recent years this has included coordinating the NJTPA's Outreach Liaison Program and UpNext North Jersey young adult advisory group. Rutgers also assists the NJTPA with identifying new and innovative public outreach strategies each year (this led to the creation of the Outreach Liaisons and UpNext).

## *FHWA Comments*

Below is the FHWA's comment on North Jersey Transportation Planning Authority's (NJTPA) draft FY 2026 Unified Planning Work Program (UPWP):

1. "FHWA would encourage NJTPA to formulate a program with the goal of assisting the counties and municipalities with their understanding and administration of the federal discretionary grants. Currently, the programs that NJTPA have are to help the municipalities with the grants that flow through NJDOT. The administration of those grants is different from the ones that currently have the municipalities and counties as direct sub-recipients."

### **NJTPA Response:**

NJTPA has already started taking actions to support its local subregions with federal discretionary grants. One of the continuing long-term task activities in Task CP501 has been modified as follows to clarify how Capital Programming assists with the understanding and administration of federal discretionary grant programs: "Investigate innovating financing techniques and federal regulations resulting from the IIJA and state policies, particularly as they pertain to capital programming. Assess local funding opportunities and assist with planning and programming efforts in coordination with local, state, and federal partners for new federal funding programs and competitive grants, as needed, to ensure planning priorities and regional needs are met. Continue regular meetings with FTA and FHWA to build relationships and understand policy changes that affect programming of discretionary and congressionally directed spending projects. Track competitive funding awards and coordinate with local public agencies (LPAs) to program projects in eSTIP in accordance with the MOU for Statewide Procedures for the TIP/STIP Revisions, as well as federal regulations so that funding can be tracked throughout the project delivery process for authorization and ultimately completion. Assist LPAs' during TIP development for project inclusion in the TIP and between TIP updates by revising programmed funding as needed."

## *FTA Comments*

Below is the FTA's comment on North Jersey Transportation Planning Authority's (NJTPA) draft FY 2026 Unified Planning Work Program (UPWP):

1. "FTA acknowledge that NJTPA has kept their carryover below 10% of the total budget."

### **NJTPA Response:**

Thank you for your comment.

## *NJTPA Revisions*

In addition to updating the December draft FY 2026 UPWP to address any changes reflected in the responses to the comments above and minor edits to document for grammar and formatting, where applicable, the following revisions were made to the February draft.

## **FY 2026 Budget**

1. Revised total budget is \$ 33,886,700
2. Subrecipient effort SP202.005.26 NYMTC/NJTPA Regional Household Travel Survey is no longer needed.
3. Minor adjustment to Direct Labor - Salaries budget line to account for new hires.
4. Minor changes were made to the allocations of Central Staff's time and efforts.

## **Chapter I – Central Staff Activities**

1. The subrecipient contract SP202.005.26 NYMTC/NJTPA Regional Household Travel Survey has been removed from the draft work plan.
2. Minor edits task activity descriptions.

## **Chapter II – Subregional Pass-Through Programs**

1. Minor edits were made to Subregional Studies Program for Middlesex County.

## **Chapter III –TMA Pass-Through Program**

1. Minor edits were made for formatting and language added to clarify NJTPA's role in the review of TMA work products.