

FY2025UPWP

Unified Planning Work Program

Chapter I

Central Staff Activities



NJTPA

**NORTH JERSEY
TRANSPORTATION
PLANNING AUTHORITY**

UNIFIED PLANNING WORK PROGRAM

FY 2025

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UNIFIED PLANNING WORK PROGRAM

FY 2025

CHAPTER I - CENTRAL STAFF ACTIVITIES

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INTRODUCTION

The North Jersey Transportation Planning Authority (NJTPA) Fiscal Year 2025 Unified Planning Work Program (UPWP) describes all transportation and related planning activities to be conducted by the NJTPA's Central Staff, its member agencies and other transportation agencies in the North Jersey region during the fiscal year. These tasks were developed to meet federal requirements governing NJTPA's role as the Metropolitan Planning Organization (MPO) for the 13-county region. They seek to improve mobility, promote economic progress, make travel safer and more reliable, safeguard the environment and address other goals as directed by the NJTPA Board of Trustees and in keeping with *Plan 2050: Transportation. People. Opportunity.*, the federally required long-range transportation plan (LRTP) for the region.

During FY 2025, the NJTPA will undertake a variety of new initiatives, summarized below, including consultant support for the Air Quality Conformity Determination and regional emissions modeling; developing a strategic investment plan for traffic signals; creating a financial element for the LRTP update; piloting a program to provide assistance to municipalities for Complete Streets improvements; a new round of Freight Concept Development studies; partnering with NJ TRANSIT on a rail and bus customer survey; and collaborating with NJIT to enhance the regional transportation model and support ongoing planning work; and much more.

The UPWP work tasks, including descriptions of who will perform the work, the schedule, intended products, and proposed funding are organized into four chapters:

- Central Staff Program Activities (Chapter I)
- Subregional Planning Activities (Chapter II)
- Transportation Management Association Program (Chapter III)
- Other Regional Transportation Planning Initiatives (Chapter IV)

This introduction provides background and context for tasks in the UPWP and is broken into four sections:

- NJTPA Planning in the UPWP — summarizes NJTPA planning responsibilities
- Chapter Summaries — provides a brief description and highlights for each chapter
- Planning Priorities and Goals — describes planning priorities and goals that guided the development of UPWP tasks, including Federal Highway Administration (FHWA) Emphasis Areas, New Jersey Department of Transportation (NJDOT) Statewide Planning Priorities, NJTPA Plan 2050 Goals, and Federal Planning Factors
- FY 2025 Work Program Budget

NJTPA Planning in the UPWP

The NJTPA Board of Trustees is composed of elected officials from the region's 13 counties (Bergen, Essex, Hudson, Hunterdon, Middlesex, Monmouth, Morris, Ocean, Passaic, Somerset, Sussex, Union and Warren) and two largest cities (Jersey City and Newark), which are known collectively as the NJTPA's "subregions," as well as representatives of the Governor's Office, the transportation operating agencies (NJDOT, NJ TRANSIT and the Port Authority of New York & New Jersey) and a citizens' representative. Further information on the NJTPA, its planning activities and guiding legislation is available at www.njtpa.org.

Tasks in the FY 2025 UPWP are intended to fulfill the six core functions mandated of MPOs in the federal Infrastructure Investment and Jobs Act (IIJA) and its predecessor legislation:

1. ***Establish a setting for effective decision-making*** regarding transportation needs and priorities. This function is supported primarily through standing committees — Planning and Economic Development Committee, Project Prioritization Committee, Freight Initiatives Committee and Regional Transportation Advisory Committee (composed of subregional planners and engineers) — as well as through outreach to local officials, transportation stakeholders and the public.
2. ***Identify and evaluate transportation improvement options***. This is supported through data analysis, the congestion management process (CMP), corridor and other special studies, and through the application of general planning methods.
3. ***Prepare and maintain a Metropolitan Transportation Plan that has a 20+ year horizon***. The NJTPA Board of Trustees adopted the updated LRTP, on September 13, 2021. Work to update the LRTP will begin this year and is scheduled to be completed in FY 2026.
4. ***Develop a fiscally constrained Transportation Improvement Program (TIP)*** that identifies project priorities drawn from the LRTP. The NJTPA adopted the current FY 2024 TIP on September 12, 2023. It is an agenda of transportation projects for Fiscal Years 2024 – 2027. In FY 2025, staff will focus on developing the FY 2026 TIP covering Fiscal Years 2026 – 2029.
5. ***Identify performance measure targets*** and monitor whether implemented projects are achieving targets. NJTPA has two main tasks in the FY 2025 UPWP that support this function: Performance Measures and Data and Performance Based Advancement.
6. ***Involve the public*** in efforts related to the core functions above.

Other tasks in the UPWP reflect NJTPA's involvement with and support for other transportation agencies and organizations. This includes coordination with the transportation planning and capital programming activities of the State, the region's public transportation providers and subregions; and regular consultation with MPOs and transportation agencies in neighboring states/regions on cross-border issues and shared concerns. As described below, many tasks in the UPWP support work related to "Planning Emphasis Areas" that are periodically established by

the FHWA and Federal Transit Administration (FTA), Planning Factors established in federal law and related goals.

The draft FY 2025 UPWP was posted on the NJTPA website for review by the NJTPA Board, standing committees and the public. The public has the opportunity to comment at committee meetings and through communications with NJTPA, in keeping with the agency Public Engagement Plan.

Chapter Summaries

Chapter I - Central Staff Program Activities

Chapter I of the UPWP outlines the extensive and varied work of the NJTPA's Central Staff. For each task, the UPWP categorizes task activities as continuing long-term, continuing short-term or new and identifies associated products.

Highlights of new Central Staff activities, including new consultant-supported activities, that will be initiated in FY 2025 are provided below. Details of continuing consultant-supported projects funded in prior fiscal year UPWPs that will still be active and managed by Central Staff during FY 2025 are noted in Table C of the introduction's FY 2025 Work Program Budget section. Further details of these continuing activities can be found on the NJTPA's UPWP webpage at <https://www.njtpa.org/upwp>.

UNIFIED PLANNING WORK PROGRAM

Assessment of NJTPA processes and procedures WP101 – The NJTPA will seek support to identify and document essential internal processes and procedures. Documentation of key processes and procedures is required for maintaining and continuing operations. Prescribed guidelines and established internal procedures will ensure the NJTPA's compliance with all relevant, federal, state and local rules and regulations.

SYSTEMS PLANNING, MODELING AND DATA

NJTPA Travel Model Applications SP202 – The NJTPA's regional transportation model (NJRTM-E) is an essential tool for regional, state, and subregional planning analyses. This task, a collaboration with the NJIT Department of Civil and Environmental Engineering, will involve conducting a set of NJRTM-E applications to support ongoing planning work and research ways to enhance the model's use for novel scenarios.

NJ TRANSIT Rail and Bus Customer Travel Survey SP202 – The NJTPA will coordinate with NJ TRANSIT to support an origin-destination survey of Main/Bergen, Pascack Valley and Sports Complex rail line customers and of New Brunswick area local bus customers.

This data supports planning and project development as it helps to characterize the needs for future travel and infrastructure investments.

FY 2025 Air Quality Conformity Determination and Regional Emissions Modeling SP205 – Conformity determination will be completed for the FY 2026 TIP and next LRTP. The NJTPA continues to monitor additional regionally significant projects advancing from the IJA for amendment into the TIP. In addition, the NJTPA will work with the New Jersey Department of Environmental Protection (NJDEP) to address changes resulting from the reclassified NY-NJ-CT non-attainment area and will perform an update to the on-road mobile Green House Gas (GHG) emissions and forecasts in the NJTPA’s GHG Inventory, including supporting documentation. The updated GHG inventory task will include enhancements to modeling efforts as Electric Vehicles (EVs) grow and are augmented into the GHG emissions calculations, and include staff support for modeling. A Transportation Advisory Committee (TAC) will be convened to help guide the GHG Inventory process.

Traffic Signal Strategic Investment Plan SP207 – The NJTPA will collect traffic signal infrastructure and locations throughout the region, focusing on county and local signals. This database will help subregions locate areas where traffic signal technology can help reduce congestion and enhance pedestrian safety. The project will also identify locations where Transit Signal Priority could be beneficial to the region.

REGIONAL PLANNING

Long Range Transportation Plan RP301 – Staff will updating the LRTP. This will include a consultant effort to develop the required financial element for the plan and coordination with consultant supported public outreach under Task PA701 for the plan update. This updated LRTP will include a housing element, a new requirement under IJA.

Safety Planning RP303 – Consultant supported Local Safety Action Plans, begun in FY 2024, will be completed. The NJTPA is working with eight counties (Bergen, Hunterdon, Morris, Ocean, Passaic, Somerset, Sussex, and Warren) to create safety plans that meet the requirements of the Safe Streets for All (SS4A) planning and construction grant opportunity. The other NJTPA subregions either have plans in place (Jersey City and Middlesex) or received SS4A grants to create Local Safety Action Plans.

FY 2025 Complete Streets Conceptualization Pilot RP307 – This is a new effort that will provide consultant-supported planning and project development assistance to advance a local Complete Streets project. The outcome of the study will be a transportation project that addresses community and regional goals regarding safety, accessibility, equitable access to employment and other destinations, access to public transportation, and reduction of single-occupancy vehicle trips. Work is expected to include public outreach;

developing and evaluating alternatives; identifying project fatal flaws; and evaluating design constraints related to environmental, right-of-way, and cost. This study will also develop guidelines for a Complete Streets Conceptualization Program including project identification, prioritization and selection, the specific steps to complete the process, and final deliverables.

FY 2025 Vibrant Communities Initiative RP307 – NJTPA will support the Vibrant Communities Initiative with technical support from the Voorhees Transportation Center (VTC) at Rutgers University along with The Center for Community Systems and the Hillier College of Architecture and Design at NJIT to advance the vision for the region. VTC will support the NJTPA in organizing and producing forums, conducting research/knowledge-building activities and administering the Vibrant Places Program. The Center for Community Systems and the Hillier College of Architecture and Design at NJIT will provide design support for the Vibrant Places Program and conduct an inventory of brownfield sites adjacent to the NJDEP Greenway in Montclair, Glen Ridge, Bloomfield, Belleville, Newark, and Kearny.

FREIGHT PLANNING

FY 2025 Freight Concept Development Program FP401 – Two concept development studies will be advanced through this program, which addresses critical regional and local freight issues. The studies will proceed from the establishment of the Purpose and Need Statement through to the selection of a Preliminary Preferred Alternative. Additionally, this effort will prepare the program for the next cycle and assist the subregions, as needed, to advance previously completed studies.

CAPITAL PROGRAMMING

Development of the Draft FY 2026 TIP CP501 – Central Staff will be drafting the FY 2026 TIP and appendices; this includes developing the project pool at both a regional and subregional level for review, scoring new projects, negotiating the draft FY 2026 Transportation Capital Program (TCP), and preparing the draft FY 2026 Study and Development (S&D) Program.

Collaboration and capital programming support on the update of LRTP and air quality conformity determination CP501 – Capital Programming will assist with bridge, pavement, and transit asset condition data, as well as perform analyses of TIP project estimates and completion dates to contribute to the financial element of the LRTP. Support for air quality conformity determination includes providing the list of projects and descriptions from the TCP as well as the S&D Program.

LOCAL PROJECT DEVELOPMENT

Safety Assessments and Pedestrian Count Update LP602 - Central Staff will oversee a consultant effort that will update the NJTPA's Pedestrian Counts inventory and create two new pilot initiatives – the Pedestrian Lighting Analysis and Intersection Control Evaluation. The Pedestrian Count Update will include up to 100 locations, some of which were identified in the FY 2021 effort but were unable to be assessed under that contract. The Pedestrian Lighting Analysis will include up to 26 locations. While only 25 percent of vehicle miles travelled occur at night, the nighttime pedestrian fatality rate is three times higher than during the day. The reports prepared for each location can be used to advance projects through the Local Safety Program. The Intersection Control Evaluation was recommended as part of the Strategic Highway Safety Plan. This effort will help develop a performance-based approach for screening alternatives and identifying optimal geometric and traffic control solutions for high-crash intersections. Staff will work with the subregions to select 15 locations for evaluation.

PUBLIC AND EXTERNAL AFFAIRS

FY 2025 Innovative Public Engagement PA701 – This subrecipient-supported effort includes continuing the Outreach Liaison Program, which aims to better engage traditionally underrepresented populations, and supporting the UpNext North Jersey young adult advisory group. The subrecipient will also develop strategies for engaging traditionally underserved populations in the next LRTP.

INFORMATION TECHNOLOGY

Network Development, Administration and Security IS801 – IT services and infrastructure will continue to be developed and administered with a focus on NJTPA cybersecurity tools, services, and hardware. The IT technology budget, governance, and compliance will be developed and administered.

Application Development, Administration, and Support IS802 – Internal custom web applications will be maintained and developed, including the UPWP Grant Management System, SAP ERP system, and Goods Movement application. A new online system for Subregional Transportation Planning Program and Subregional Studies Program reporting will be developed and deployed.

PREVIOUS WORK

This UPWP is, for the most part, the extension and continuation of past transportation planning work in the region. In some cases, the work is part of an ongoing and/or mandated process, such as support for the various NJTPA standing committees, traffic data collection, model maintenance, or TIP and LRTP maintenance. In other cases, it is a specific project or task with

definable start and end points, as with the development of a CMP, completion of a corridor study, and specific tasks to address the FY 2025 Planning Emphasis Areas identified by FHWA and the NJTPA's transportation planning goals. In preparing the UPWP, the status of all ongoing and carryover work was evaluated, including consideration of NJDOT and FHWA comments.

Chapter II - Subregional Planning

Chapter II describes the federally funded planning and project development work conducted through the Subregional Pass-Through Programs to support regional transportation planning and project development. Approximately 22 percent of the NJTPA's federal allocation for the FY 2025 UPWP will be passed through or used to support this local planning work over the next two fiscal years. This also includes several Central Staff projects outlined in Chapter I that provide direct support to local agencies.

Chapter II describes the Subregional Transportation Planning Program (STP), which provides formula-based funding to each member subregion for essential transportation-related planning, programming and administrative activities that support the NJTPA's regional transportation planning efforts. The NJTPA subregions are vital partners of NJTPA Central Staff in conducting critical planning work and in facilitating public participation and input on key issues. The STP program addresses federal, state, and regional priorities.

Chapter II also contains details on the Subregional Studies Program (SSP), a competitive grant program that provides federal funds for planning studies conducted by the subregions. Each year the NJTPA selects candidate proposals for two-year studies that refine and develop transportation improvement strategies to address regional mobility and accessibility issues. Three subregional studies initiated in previous years will continue in FY 2025 and three new studies have been selected for funding: Hunterdon County Bicycle Plan; Jersey City Transportation Plan; and Somerset County Electric Vehicle Charging Suitability Analysis.

Chapter III - Transportation Management Association (TMA)

Chapter III contains the Transportation Management Association (TMA) work program. The NJTPA manages this work program, which guides the activities of TMAs throughout New Jersey in their support of statewide transportation demand management activities. This includes encouraging and enabling commuters and other travelers to make choices other than driving alone, including taking transit, riding together, biking, or walking; promoting and supporting non-auto travel to employers; sharing information about construction and events that cause travel disruptions; and educating the public about air quality and EVs.

In addition, during FY 2025 TMAs will participate in safety-related programs including Complete Streets implementation and walk/bike audits, which provide underserved communities equitable access to mobility so that every person in the NJTPA region is able to get to where they need to go—regardless of gender, race, income, age, or ability. The TMAs will also engage in public

outreach and education related to accessibility, economic development, the environment, safety, and coordinated public transit human services transportation, and will continue to pursue a variety of efforts to enhance transportation for older adults, low-income people, veterans, and individuals with disabilities in keeping with the regional Coordinated Public Transit Human Services Transportation Plan (CPTHSTP).

Chapter IV - Other Regional Transportation Planning Initiatives

Chapter IV discusses other regional transportation partnerships and includes a placeholder for the next S&D Program, which is a schedule of project planning and development work resulting from the metropolitan transportation planning process. Project concepts emerging from this process may be eligible for inclusion in the TIP.

Chapter IV also provides a description of all regional non-NJTPA-funded transportation and transportation-related planning work or activities (including transportation-related air quality planning), regardless of funding source. It includes related work by NJDOT, NJ TRANSIT, the New Jersey Turnpike Authority, and the Port Authority, among others.

Planning Priorities and Goals

Each year specific tasks in the UPWP are created and others are revised to address the Planning Emphasis Areas identified by FHWA and FTA. In addition, the tasks are shaped by efforts to address current issues in keeping with transportation planning goals under the direction of the NJTPA Board. These are discussed below.

Federal Planning Emphasis Areas

Three-quarters of the work tasks in the FY 2025 UPWP consist of activities mandated under federal law for MPOs. In addition, this work program fully reflects all relevant federal planning priorities and emphasis areas, as well as specific regulations.

Responding to the federal Planning Emphasis Areas identified by the United States Department of Transportation (USDOT), this UPWP addresses the following:

- **Tackling the Climate Crisis** – Transition to a clean energy, resilient future.
- **Equity and Justice in Transportation Planning** – Advance racial equity and support for underserved and disadvantaged communities.
- **Complete Streets** – Provide an equitable and safe transportation network for travelers of all ages and abilities.
- **Public Involvement** – Encourage early, effective, and continuous public involvement.
- **Strategic Highway Network (STRAHNET)/U.S. Department of Defense (DOD) Coordination** – Coordinate with representatives from DOD in the transportation

planning and project programming process on infrastructure and connectivity needs for STRAHNET routes and other public roads that connect to DOD facilities.

- **Federal Land Management Agency (FLMA) Coordination** – Coordinate with FLMAs in the transportation planning and project programming process on infrastructure and connectivity needs.
- **Planning and Environment Linkages (PEL)** – Implement PEL as part of the transportation planning and environmental review processes.
- **Data in Transportation Planning** – Incorporate data sharing and consideration into the transportation planning process across multiple programs.

Work tasks associated with these planning emphasis areas are included throughout the FY 2025 UPWP. In addition, this UPWP features an extensive freight planning program that will help the region and state address the freight requirements and provisions of the IIJA. A list of work tasks that address the Federal emphasis areas (as well as the following State and regional planning priorities and goals) is located in Appendix A of Chapter I.

NJDOT Statewide Planning Priorities

NJDOT provided NJTPA with Statewide Planning Priorities to help shape tasks in the UPWP. A matrix of these priorities and how they were addressed in the UPWP is included as an attachment in Appendix A of Chapter I. The planning priorities fall into nine major categories:

- Interagency Coordination
- Congestion Relief
- Freight Planning
- Emerging Technologies
- Safety Planning
- Bicycle and Pedestrian Planning
- Intelligent Transportation Systems
- Local Public Agencies
- Equity, Public Health, and Outreach

NJTPA Planning Goals

Plan 2050 includes seven planning goals that guided the development of UPWP tasks:

- Protect and improve natural ecosystems, the built environment and quality of life
- Provide affordable, accessible and dynamic transportation systems responsive to all current and future travelers
- Retain and increase economic activity and competitiveness

- Enhance system coordination, efficiency, overall safety and connectivity for people and goods across all modes of travel
- Maintain a safe, secure and reliable transportation system in a state of good repair
- Create great places through select transportation investments that support the coordination of land use with transportation systems
- Improve overall system safety, reducing serious injuries and fatalities for all travelers on all modes

Planning Factors and Requirements of the Infrastructure Investment and Jobs Act and Predecessor Legislation

Under federal law, MPOs are required to conduct “continuous, cooperative, and comprehensive” transportation planning (called the 3C process). As part of this requirement, each project, strategy, and service of the MPO must provide for consideration and implementation of 10 Planning Factors:

1. Support the economic viability of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency
2. Increase the safety of the transportation system for motorized and non-motorized users
3. Increase the security of the transportation system for motorized and non-motorized users
4. Increase the accessibility and mobility of people and freight
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight
7. Promote efficient system management and operation
8. Emphasize the preservation of the existing transportation system
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation
10. Enhance travel and tourism

The metropolitan planning rules also specify several other elements that should be addressed in the scope of the planning process. They call for increased integration of transportation and land use planning, as well as consideration of employment and housing patterns, community and economic development, and the natural and built environment. Other elements identified in the rules focus on ensuring coordination and consistency with:

- The statewide planning process
- Intelligent Transportation Systems (ITS) architectures
- Coordinated Public Transit-Human Services Transportation Plan(s)
- The Strategic Highway Safety Plan (SHSP), and transit safety and security plans and programs
- The cooperative development of a CMP involving adjacent MPOs and NJDOT

The tasks identified within the FY 2025 UPWP are consistent with the Planning Factors, transportation Planning Emphasis Areas, the Goals and Objectives as identified in Plan 2050. They are intended to facilitate the effective and efficient implementation of Plan 2050 and the TIP.

FY 2025 Work Program Budget

Traditionally, funding for MPO activities has been provided by the USDOT, specifically FHWA and FTA. This funding includes FHWA Metropolitan Planning Program (PL) funds, FTA Section 5303/5305(d) metropolitan planning funds flexed to FHWA, and FHWA Surface Transportation Block Grant Program (STBGP) funds.

The total budget for the NJTPA's FY 2025 work program (not including consultant activities and subcontracts continuing from prior UPWPs) is \$29,877,100. Figures 1 and 2 show the breakdown of the budget by expenditures and anticipated revenues. Table A shows the budget by program area and task activity. Table B provides a list of the new FY 2025 consultant supported projects and subcontracts, Table C provides a list of consultant projects and subcontracts continuing from prior UPWPs, and Table D provides a summary of new and continuing NJTPA Local Safety Program Capital Projects. Further details of the budget are provided in the FY 2025 UPWP Budget Book.

Figure 1 - FY 2025 UPWP Expenditures

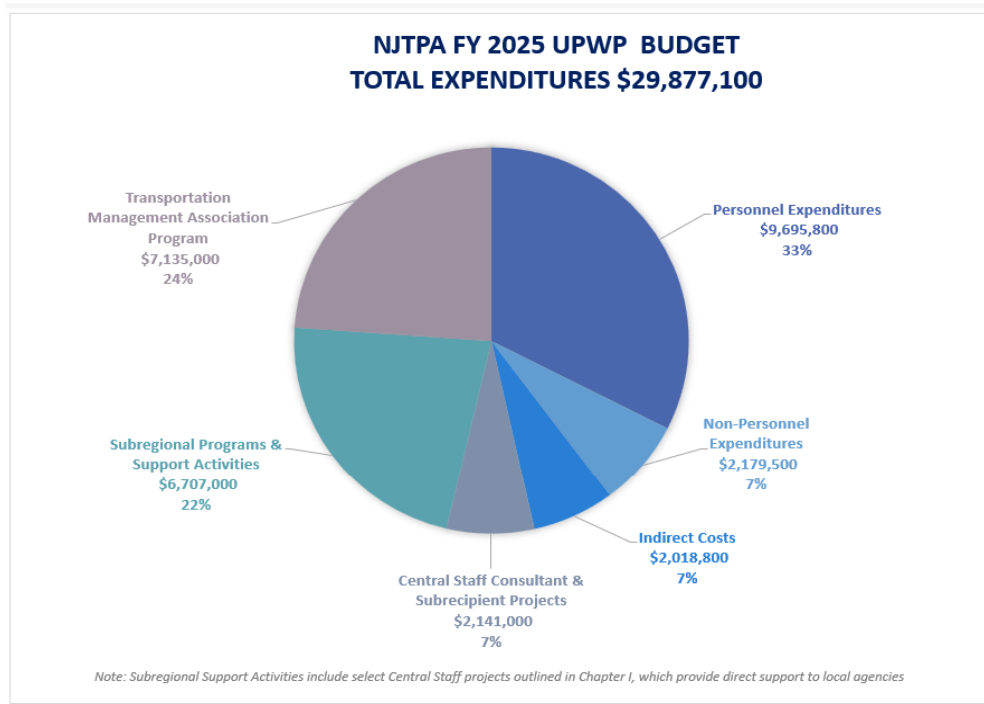


Figure 2 - FY 2025 UPWP Revenues

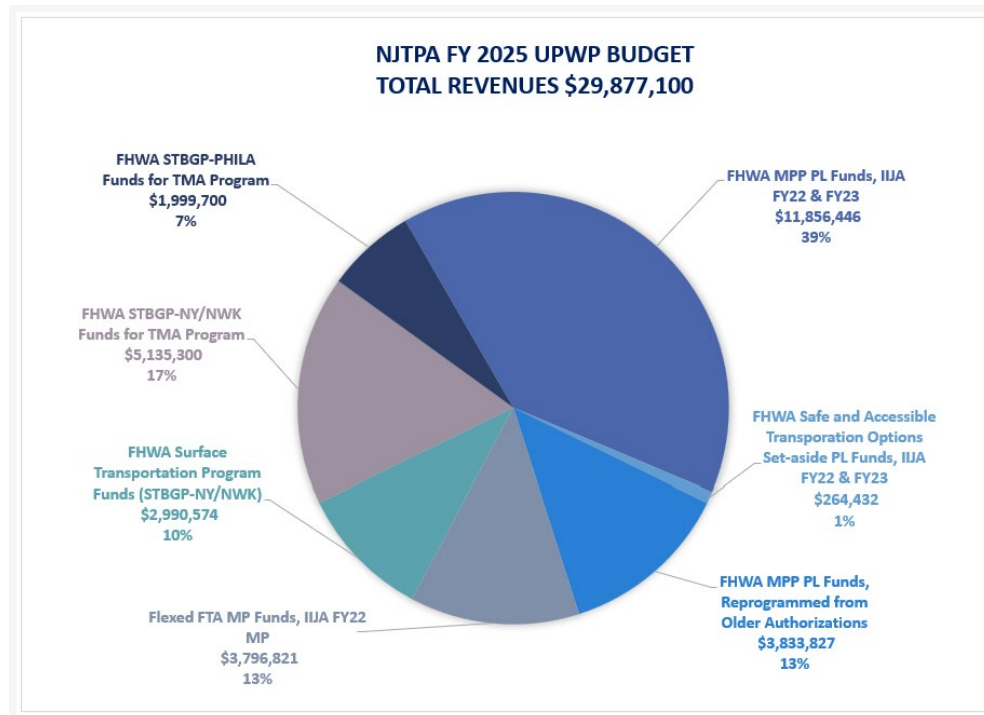


Table A

**NJTPA FY 2025 UPWP Budget
Summary of Costs by Program Area and Tasks - Expenditures**

Program Area	Task ID	Task Activity	FTE	Expenses					Total
				Personnel Expenditures	Non-Personnel Expenditures	Indirect Costs	Contractual		
UNIFIED PLANNING WORK PROGRAM	WP101	UPWP ADMINISTRATION	6.7	\$ 845,660	\$ 190,094	\$ 176,078	\$ -	\$ 1,211,832	
	WP102	GRANTS AND CONTRACTS ADMINISTRATION	4.1	\$ 585,989	\$ 131,723	\$ 122,011	\$ -	\$ 839,723	
	WP103	TITLE VI IMPLEMENTATION AND REPORTING	0.1	\$ 16,121	\$ 3,624	\$ 3,357	\$ -	\$ 23,101	
SYSTEMS PLANNING, MODELING AND DATA	SP201	PERFORMANCE MEASURES AND DATA	1.3	\$ 204,823	\$ 46,042	\$ 42,647	\$ -	\$ 293,512	
	SP202	MODELING AND FORECASTING	2.0	\$ 274,295	\$ 61,658	\$ 57,112	\$ 452,000	\$ 845,065	
	SP203	CONGESTION MANAGEMENT PROCESS	1.8	\$ 234,192	\$ 52,644	\$ 48,762	\$ -	\$ 335,598	
	SP204	PERFORMANCE BASED ADVANCEMENT	1.5	\$ 215,148	\$ 48,363	\$ 44,797	\$ -	\$ 308,307	
	SP205	AIR QUALITY PLANNING AND CONFORMITY ANALYSIS	1.3	\$ 220,558	\$ 49,579	\$ 45,923	\$ 702,000	\$ 1,018,060	
	SP206	GIS, DATA RESOURCES AND PLANNING TOOLS	2.1	\$ 268,500	\$ 60,356	\$ 55,905	\$ -	\$ 384,761	
	SP207	TRANSPORTATION TECHNOLOGY AND OPERATIONS PLANNING	1.4	\$ 228,587	\$ 51,384	\$ 47,595	\$ 251,000	\$ 578,566	
REGIONAL PLANNING	RP301	LONG RANGE PLANNING	2.7	\$ 341,243	\$ 76,707	\$ 71,052	\$ 276,000	\$ 765,002	
	RP302	PLANNING STUDIES	0.7	\$ 103,301	\$ 23,221	\$ 21,509	\$ -	\$ 148,031	
	RP303	SAFETY PLANNING	1.7	\$ 203,624	\$ 45,772	\$ 42,397	\$ -	\$ 291,794	
	RP304	SUBREGIONAL PASS THROUGH PROGRAMS	2.0	\$ 251,025	\$ 56,427	\$ 52,267	\$ 3,457,000	\$ 3,816,719	
	RP305	MOBILITY PROGRAMS	1.4	\$ 186,705	\$ 41,969	\$ 38,875	\$ 7,135,000	\$ 7,402,549	
	RP306	ENVIRONMENTAL AND CLIMATE CHANGE PROGRAMS	2.5	\$ 327,740	\$ 73,672	\$ 68,240	\$ -	\$ 469,652	
	RP307	LIVABLE COMMUNITIES PLANNING	1.7	\$ 250,994	\$ 56,420	\$ 52,260	\$ 777,000	\$ 1,136,675	
FREIGHT PLANNING	FP401	FREIGHT PLANNING AND COORDINATION	2.8	\$ 447,535	\$ 100,601	\$ 93,183	\$ 1,504,000	\$ 2,145,319	
CAPITAL PROGRAMMING	CP501	TRANSPORTATION IMPROVEMENT PROGRAM	5.1	\$ 738,115	\$ 165,919	\$ 153,686	\$ -	\$ 1,057,720	
LOCAL PROJECT DEVELOPMENT	LP601	LOCAL CAPITAL PROJECT DELIVERY PROGRAM	2.9	\$ 358,584	\$ 80,605	\$ 74,662	\$ -	\$ 513,852	
	LP602	LOCAL SAFETY PROGRAMS	5.0	\$ 639,124	\$ 143,667	\$ 133,074	\$ 1,003,000	\$ 1,918,866	
	LP603	TRANSPORTATION ALTERNATIVES AND SAFE ROUTES TO SCHOOL	0.4	\$ 52,805	\$ 11,870	\$ 10,995	\$ -	\$ 75,670	
PUBLIC AND EXTERNAL AFFAIRS	PA701	PUBLIC INVOLVEMENT/OUTREACH	8.3	\$ 1,059,728	\$ 238,214	\$ 220,650	\$ 100,000	\$ 1,618,592	
	PA702	COMMITTEE SUPPORT	1.6	\$ 302,505	\$ 68,000	\$ 62,986	\$ -	\$ 433,490	
	PA703	INTERAGENCY COLLABORATION AND EXTERNAL AFFAIRS	1.0	\$ 218,474	\$ 49,110	\$ 45,489	\$ -	\$ 313,074	
INFORMATION SYSTEMS	IS801	INFORMATION SYSTEMS SUPPORT AND DEVELOPMENT	2.6	\$ 407,900	\$ 91,691	\$ 84,930	\$ -	\$ 584,521	
	IS802	APPLICATIONS, SOFTWARE, AND DATABASE DEVELOPMENT	4.5	\$ 712,525	\$ 160,167	\$ 148,358	\$ 326,000	\$ 1,347,050	
Total			69.1	\$ 9,695,800	\$ 2,179,500	\$ 2,018,800	\$ 15,983,000	\$ 29,877,100	

Note: The FY 2025 UPWP's contractual budgets include a 0.25% administrative fee, to be included with the subcontracts' costs in the federal budget and funding agreements for NJTPA's administration of the subcontracts.

Table B

**NJTPA FY 2025 UPWP Budget
New Contractual/Consultant Projects**

NEW FY 2025 UPWP Projects - Task Order PL-NJ-25-01

Task ID	Task Activity	Contract Budget	Total Project Budget ¹	Effective Funding Period
UPWP Consultant Projects (Chapter I)				
SP205.001.25	FY 2025 Air Quality Conformity Determination and Regional Emissions Modeling	\$ 700,000	\$ 702,000	7/1/2024-6/30/2027
SP207.002.25	Traffic Signal Strategic Investment Plan & Data Collection	\$ 250,000	\$ 251,000	7/1/2024-6/30/2026
RP301.001.25	Financial Element of the Long Range Transportation Plan	\$ 275,000	\$ 276,000	7/1/2024-6/30/2026
RP307.005.25	FY 2025 Complete Streets Conceptualization Pilot	\$ 500,000	\$ 501,000	7/1/2024-6/30/2027
FP401.001.25	FY 2025 Freight Concept Development Studies	\$ 1,500,000	\$ 1,504,000	7/1/2024-6/30/2027
LP602.003.25	Safety Assessments and Pedestrian Count Update	\$ 1,000,000	\$ 1,003,000	7/1/2024-6/30/2027
IS802.001.25	FY 2025 UPWP Management System Support	\$ 325,000	\$ 326,000	7/1/2024-6/30/2026
Subtotal - UPWP Consultant Projects		\$ 4,550,000	\$ 4,563,000	
UPWP Subrecipient Projects (Chapter I)				
SP202.003.25	NJ TRANSIT Rail and Bus Customer Travel Survey - Phase I	\$ 250,000	\$ 251,000	7/1/2024 -6/30/2025
SP202.004.25	NJTPA Travel Model Applications	\$ 200,000	\$ 201,000	7/1/2024 -6/30/2025
RP307.002.25	FY 2025 Vibrant Communities Initiative	\$ 275,000	\$ 276,000	7/1/2024 -6/30/2025
PA701.001.25	FY 2025 Innovative Public Engagement	\$ 100,000	\$ 100,000	7/1/2024 -6/30/2025
Subtotal - UPWP Subrecipient Projects		\$ 825,000	\$ 828,000	
UPWP Pass-Through Programs (Chapters II & III)²				
RP304.001.25	FY 2025 Subregional Transportation Planning Program	\$ 2,508,875	\$ 2,515,000	7/1/2024 -6/30/2025
RP304.003.25	FY 2025 - FY 2026 Subregional Studies Program	\$ 940,000	\$ 942,000	7/1/2025 -6/30/2026
RP305.001.25	FY 2025 Transportation Management Association Program	\$ 7,117,200	\$ 7,135,000	7/1/2024 -6/30/2025
Subtotal - UPWP Pass-Through Programs		\$ 10,566,075	\$ 10,592,000	
Total		\$ 15,941,075	\$ 15,983,000	

Notes:

- (1) Includes 0.25% NJTPA Administration Fee, to be added to the subcontract costs for the federal budget and funding agreements.
- (2) A detailed list of subcontracts for the pass-through programs are provided on page 12.
- (3) The following Central Staff contractual activities (Chapter I) provide direct support to local agencies: SP207.002.25, RP307.005.25, FP401.001.25, and LP602.003.25.

FY 2025 - FY 2026 Subregional Studies Program, Chapter II	Federal Share	Total Contract Budget ¹	Effective Funding Period
Hunterdon County: Hunterdon County Greenway Trail Plan	\$ 200,000.00	\$ 200,000.00	7/1/2025 - 6/30/2026
Jersey City: Jersey City Transportation Plan	\$ 420,000.00	\$ 420,000.00	7/1/2025 - 6/30/2026
Somerset County: Somerset County Electric Vehicle Charging and Suitability Analysis	\$ 320,000.00	\$ 320,000.00	7/1/2025 - 6/30/2026
Total FY 2025-FY 2026 SSP Program		\$ 940,000.00	7/1/2025 - 6/30/2026

Table C

**NJTPA FY 2025 UPWP Budget
Funding Authorized in Prior Fiscal Years for Continuing UPWP Projects**

Continuing Consultant/Contractual Projects	Task No.	Budget	Effective Funding Period	NJDOT Task Order No.
<u>FY 2024 Work Program</u>				
FY 2024 UPWP, Central Staff Consultant Activities (Chapter I)				
Accessibility and Mobility Regional Reassessment	24/203-01	\$ 250,000	7/1/23 - 6/30/25	PL-NJ-24-01
Air Quality SIP and GHG Inventory Updates	24/205-01	\$ 175,000	7/1/23 - 6/30/25	PL-NJ-24-01
Local Safety Action Plans	24/303-01	\$ 1,650,000	7/1/23 - 6/30/25	PL-NJ-24-01
2050 Freight Industry Level Forecasts Update	24/401-01	\$ 550,000	7/1/23 - 6/30/25	PL-NJ-24-01
Criteria Development and Project Scoring Update	24/501-01	\$ 475,000	7/1/23 - 6/30/26	PL-NJ-24-01
FY 2024 Consultant Assistance with LSP - Studies and Analyses	24/602-01	\$ 1,000,000	7/1/23 - 6/30/26	PL-NJ-24-01
Long Range Transportation Plan Public Outreach	24/701-01	\$ 300,000	7/1/23 - 6/30/26	PL-NJ-24-01
FY 2024 UPWP Management System Support	24/802-01	\$ 300,000	7/1/23 - 6/30/25	PL-NJ-24-01
Total: FY 2024 UPWP, Central Staff Consultant Activities		\$ 4,700,000		
FY 2024 - FY 2025 Subregional Studies Program (Chapter II)				
Hudson County: West Hudson Circulation Plan	24/304-03	\$ 375,000	7/1/23 - 6/30/25	PL-NJ-24-01
Middlesex County: Middlesex County Road Safety Audit	24/304-03	\$ 562,500	7/1/23 - 6/30/25	PL-NJ-24-01
Warren County: Comprehensive Complete Street Policy	24/304-03	\$ 240,000	7/1/23 - 6/30/25	PL-NJ-24-01
Total: FY 2023 UPWP, Subregional Studies Program		\$ 1,177,500		
<u>FY 2023 Work Program</u>				
FY 2023 UPWP, Central Staff Consultant Activities (Chapter I)				
FY 2023 Air Quality Conformity Analysis and GHG Inventory	23/205-01	\$ 500,000	7/1/23-6/30/25	PL-NJ-23-01
FY 2023 Local Concept Development Studies	23/601-01	\$ 4,000,000	7/1/22-6/30/25	PL-NJ-23-01
Total: FY 2023 UPWP, Central Staff Consultant Activities		\$ 4,500,000		
Total: Continuing Projects		\$ 10,377,500		

Table D

**NJTPA FY 2025 Local Safety Program
Summary of Capital Projects**

NJTPA Local Safety Program, Capital Projects	Program Budget
FHWA HSIP or STBGP Funds - Systemic Improvements to Horizontal Curve Advisory Speed Signs	\$ 1,950,000
FHWA HSIP Funds - FY 2024 Local Safety Engineering Assistance Program (STIP DB# 04314)	\$ 20,391,808
FHWA HSIP Funds - FY 2020 Local Safety Engineering Assistance Program (STIP DB# 04314)	\$ 9,208,816
FHWA HSIP Funds - FY 2018 Local Safety Engineering Assistance Program (STIP DB# 04314)	\$ 7,323,978
FHWA HSIP Funds - FY 2016-2017 Local Safety Engineering Assistance Program (STIP DB# 04314)	\$ 7,837,155

Notes:

- (1) Although Central Staff time administering and supporting the NJTPA Local Safety Program are charged to and reported under the UPWP, consultant contracts for local safety capital projects (preliminary engineering and final design phases of work) are funded through separate federal grant awards that follow different authorization requirements and schedules (similar to NJDOT local aid projects) and are, therefore, not included in the UPWP Budget. A summary of new and continuing Local Safety Program capital projects and programs are included as a separate attachment on pages 15 and 16 of the Budget Book. Further details of the NJTPA Local Safety Program and its capital projects authorized under this program can be found in Chapter I of the UPWP, under Task LP602, and on the NJTPA's UPWP webpage at <https://www.njtpa.org/localsafety.aspx>.
- (2) Initiated in FY 2024 Central Staff will develop a new local technical assistance project to prepare Plans, Specifications and Estimates for Systemic Improvements to Horizontal Curve Advisory Speed Signs.
- (3) Authorization for the HSIP FY 2024 LSEAP is pending authorization. The proposed budget represents costs estimated for the Preliminary Engineering (PE) and Final design (FD) phases of work.
- (4) Budget for the HSIP FY 2020 LSEAP includes current authorizations for PE.
- (5) Budget for the HSIP FY 2018 LSEAP includes current authorizations for PE and FD (only 3 projects have advanced to FD: PL-NJ-19-05, PL-NJ-19-06, and PL-NJ-19-07).
- (6) Budget for the HSIP FY 2017 LSEAP includes current authorizations for PE and FD.

Unified Planning Work Program

Task WP101 UPWP ADMINISTRATION

Task Leader: Angellita Young

Goals

The goal of this task is to develop a metropolitan transportation planning processes that meets the requirements of 23 USC 134 and 23 CFR 450.334, and is successfully certified by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA). In addition, this task is to provide timely and efficient support and execution of daily activities of Central Staff in compliance with the federal funding agreements and NJDOT Task Orders, and to ensure that the back-office processes of the agency are run seamlessly. This task also provides for a comprehensive and effective financial and programmatic work plan for implementation of the Long Range Transportation Plan (LRTP) and Transportation Improvement Program (TIP), which responds to the FHWA/FTA requirements.

Description

This task provides administration, oversight, development, and maintenance of the UPWP and MPO Office administration. It provides for all the management and oversight of work program activities performed by Central Staff, while ensuring compliance with all applicable federal and state regulations. Additionally, this task encompasses a full range of internal activities necessary to sustain operations in conjunction with New Jersey Institute of Technology (NJIT) which serves as the host agency for the NJTPA and provides administrative support to the MPO. Activities include: maintenance of the MPO's basic agreement and task order agreements with NJDOT and UPWP reporting; personnel recruitment, salary and payroll administration, and preparation of performance evaluations; internal accounting, internal controls, and auditing, business process procedures, execution of purchasing agreements, accounts payable and receivables; monitoring of lease agreements, building maintenance contracts and office management; risk management and legal counsel; training and professional development; and management of the agency's various grant management systems, including its SAP timekeeping and financial management system, and the web-based UPWP Chapter I Management Information System (MIS) and pass-through program Cost Tracking System (CTS).

Continuing Long-term Task Activities

- Prepare and issue month/quarterly invoices and reports
- Execute UPWP modifications, task order agreements and task order modifications
- Create, review and process purchase agreements/requests.
- Develop the FY 2026 UPWP work plan and budget (December 2024).
- Establish and maintain NJTPA (NJIT) internal accounts in accordance with the approved UPWP budget.
- Maintain office space and ensure lease compliance.
- Submit bi-annual and final report. Close-out annual UPWP operating expenses and one-year contractual activities.
- Facilitate and assist auditors with annual UPWP audit.
- Identify and schedule training opportunities for Board members, Central Staff, and subregional staff members as appropriate.

- Perform personnel/payroll administration activities, staff performance evaluations, and recruit personnel for part-time positions and to fill full-time vacancies.

New Task Activities

- Assessment of NJTPA processes and procedures (June 2025).

Key Deliverables

- FY 2026 UPWP Work Program and Budget (March 2025)
- FY 2024 UPWP final report and invoices (September 2024)
- Monthly and quarterly, financial and programmatic progress reports for FHWA, FTA, NJDOT, and NJIT compliance
- Program specific annual audit for NJTPA’s UPWP (December 2024)

Project Cost

Task Id	Task Activity	Budget Line Item	Total
WP101	UPWP Administration	Central Staff	\$1,211,832

Task WP102 GRANTS AND CONTRACTS ADMINISTRATION

Task Leader: Pamela Lewis

Goals

This task provides administration, oversight, and contract management of all agency third party (sub-recipient) consultant effort contracts and pass-through program grants to the NJTPA’s 15 subregions and New Jersey’s eight TMAs. It ensures that all pass-through program activities and all NJTPA consultant efforts adhere to established federal guidelines required for continued receipt of federal funding and support the LRTP.

Description

The NJTPA provides pass-through funding for many federally sponsored programs, including the Subregional Transportation Planning Program and the Subregional Studies Program (Chapter II), and the TMA Program (Chapter III), and is responsible for the contract management of third party (sub-recipient) contracting opportunities within the region, including joint planning efforts with universities, state colleges and NJ TRANSIT. This task includes pre-award desk audits to establish subrecipients’ eligibility to receive federal grants, developing contractual agreements, providing accounting services to support contractual agreements, execution and procurement of planning grants, tracking of projects, and monitoring of subcontracts. This task ensures applicable subcontract compliance with OMB guidance for the administration of federal grants, including federal procurement, cost principles and audit requirements, as stipulated in federal 2 CFR 200. It also includes the development of grant administration and fiscal guidelines and budget policies, as well as assisting the NJTPA member agencies in consultant solicitations and selections. The contract administration function currently performed by Central Staff in coordination with NJIT’s Grants and Contracts Office provides necessary administrative coordination with our subregional and TMA partners. In addition to its pass-through programs, the NJTPA contracts with third party vendors to

provide support for planning studies managed by Central Staff. This task includes issuing requests for proposals for consultant supported projects, negotiating and developing contractual agreements, providing accounting services to support contractual agreements, issuing and ensuring the execution of contracts, tracking of project expenditures, providing administrative support, and ensuring compliance with all relevant federal and state regulations. It also includes assisting staff members in the development of budgets, the consultant selection process and acquiring NJTPA Board Member approvals.

Continuing Long-term Task Activities

- Prepare and execute letters to incur costs and contracts between the subrecipients/consultants and the NJTPA/NJIT for all pass-through programs/agency consultant activities.
- Review and monitor consultant/sub-recipient contract delivery progress, including schedules, budgets, modifications, expenditures, and conduct closeout for all agency contract agreements.
- Perform annual pre-award desk audits of subrecipient grant and consultant contracts supporting documentation, including the review of single annual audits, budget plans, indirect costs statements and mandatory documentation in compliance with 2 CFR 200 and state regulations.
- Solicit proposals, facilitate and monitor proposal reviews, negotiate contract scope of work, budget, terms and conditions between NJIT, outside consultants, the subregions, and other sponsoring agencies.
- Review the annual DBE/ESBE participation goals set by NJDOT. Monitor and report the attainment of DBE/ESBE participation goals.
- Execute and monitor subrecipient/contractual agreements, and issue purchase orders to subrecipients and consultant vendors.

Key Deliverables

- Request for proposals (RFPs)
- Contract agreements and modifications for subrecipients and consultant vendors

Project Cost

Task Id	Task Activity	Budget Line Item	Total
WP102	Grants and Contracts Administration	Central Staff	\$839,723

Task WP103 TITLE VI IMPLEMENTATION AND REPORTING

Task Leader: Angellita Young

Goals

The goal of this task is to develop, maintain, audit, and report on policies and procedures related to the NJTPA's Title VI Implementation Plan. This task will ensure that NJTPA complies with applicable civil rights statutes, executive orders, and regulations that are intended to ensure that traditionally underserved populations are included in the planning process and have access to MPO activities. The NJTPA, as a subrecipient of federal funds through the New Jersey Department of Transportation (NJDOT), has committed that, as a condition to receiving any federal assistance from the United States Department of Transportation (USDOT), through FHWA, it will comply with all applicable laws and regulations relating to Title VI and nondiscrimination.

Description

This task provides for the administration, oversight, development, and dissemination of compliance activities and documentation of the NJTPA's Title VI Implementation Plan. It provides for the management and oversight of work program activities performed by central staff under the Title VI Implementation Plan. Activities include ensuring the NJTPA's activities comply with the Title VI Implementation Plan, including but not limited to dissemination of information to NJTPA staff, partner agencies, and the public; inclusion of the Title VI policies in solicitations, contracts and agreements, and organizational materials, products and reports; identification, investigation, and remedial action of complaints of discrimination under Title VI; monitoring the federal and state laws, rules, regulations, guidelines, and other relevant information pertaining to Title VI Implementation; Title VI Task Force meetings; collaborating with Communications to ensure compliance with language translations and other communication needs including maintaining a list of interpretation or translation service providers; preparing annual report(s) on Title VI activities, accomplishments, and complaints; reviewing and updating the NJTPA's Title VI plan as required; reviewing important issues related to non-discrimination with the Executive Director, as needed; and coordination with appropriate federal, state, and regional entities to periodically provide NJTPA's employees with training opportunities regarding non-discrimination. In addition, this task provides for subrecipient monitoring and training to ensure compliance with Title VI. This includes reviewing contracts and conducting periodic desk audits; remediation of non-compliance; training on Title VI compliance and the metropolitan transportation planning process and its products; and coordination with NJDOT, FHWA, FTA and other partner agencies on training, presentations, conferences, and webinars.

Continuing Long-term Task Activities

- Maintain and report to NJDOT and FHWA on Title VI Complaints, as appropriate.
- Update the Title VI Implementation Plan and Assurances, as needed.
- Monitor subrecipient compliance of Title VI activities and non-compliance remediation
- Ensure all procurement processes and procedures include required Title VI provisions as applicable are included in solicitations, proposals, and contracts, with outside consultants, subrecipients, and other partner agencies.
- Conduct Title VI Desk Audit Reviews, as required
- Provide Title VI training to NJTPA central staff, subrecipients, and partner agencies, as needed
- Conduct periodic intra-agency task force meetings to develop protocols and guidance on implementation of Title VI Plan

Key Deliverables

- Title VI Implementation Plan, updated as needed

- Title VI/Nondiscrimination Annual Work Plan and Accomplishment Report
- Title VI Assurances, updated as required.
- Title VI Task Force Meeting notes

Project Cost

Task Id	Task Activity	Budget Line Item	Total
WP103	Title VI Implementation and Reporting	Central Staff	\$23,101

Systems Planning, Modeling and Data

Task SP201 PERFORMANCE MEASURES AND DATA

Task Leader: Keith Miller

Goals

Continue and enhance the use of meaningful performance measures, targets, and reports within the NJTPA's planning processes, empowering planners and decision-makers with information, analysis, and tools to support informed decisions and focus resources wisely.

Description

Performance measures and targets are part of a goal-oriented, data-driven framework for transportation planning, by: finding critical needs and issues; evaluating strategies to address those needs; showing the effectiveness of past efforts (coordinating with Task 204); and communicating information to decision-makers, planning partners, and the public. The NJTPA uses national, regional, and local performance measures related to all of the agency's planning goals.

Staff will continue to inform regional decision-making by: using data, analytical tools, and reports to monitor performance measures; cooperatively developing benchmarks/targets that assess and support progress toward achieving national and regional goals; identifying types of projects and programs to help address targets; evaluating progress toward meeting established targets; and incorporating feedback to develop future targets. Both federally required (national) and complementary (regional) performance measures will be used. In addition, staff will coordinate on additional project level (local) performance measures as warranted.

Staff will provide assistance in incorporating the results of the NJTPA Regional Capital Investment Strategy (RCIS) Refinement and Strategy Effectiveness project into planning and programming, particularly the next Long Range Transportation Plan update.

Communicating about the NJTPA performance-based processes (in conjunction with Task 702) will support engagement of Board members, stakeholders and the public as recommended in a recent NJTPA federal certification review. Considering the effectiveness of implemented strategies in conjunction with RCIS enhancement relates to another certification review recommendation.

Continuing Long-term Task Activities

- Collect/analyze data to track performance measures (PMs); research/develop/apply techniques for forecasting PMs, as available and appropriate. Maintain and enhance the NJTPA online PM dashboards, reports, fact sheets, and other easy-to-understand techniques to assist the Board, other staff, partner agencies, and the public in interpreting analytical findings. Support use of PMs and targets in other NJTPA and partner efforts.
- Coordinate with partners to set PM targets (on national measures by dates required by regulations; on regional measures as appropriate). Report on progress toward meeting targets. Coordinate with partners and stakeholders to identify additional regional and local PMs. Continue to enhance the TIP appendix that discusses PMs, targets, and the anticipated impacts of TIP projects and programs.
- Research/identify emerging data sources, developing capabilities to apply new data as applicable. Explore/develop creative ways to communicate technical work, including dashboards, web portals, publications, and other communication and education materials.
- Maintain and enhance the RCIS, reviewing connections to national, regional, and local performance measures and the state capital investment strategy as possible.

- Update and coordinate updates for NJTPA web pages and social media postings related to Systems Planning tasks.

Continuing Short-term Task Activities

- Coordinate with subregions to assist NJDOT in updating the Highway Performance Management System (HPMS) roadway functional classifications (FC), following adoption of NJDOT adjusted urban area boundaries. (December 2024)

New Task Activities

- Develop/update the system performance report for the next LRTP. (September 2025)
- Develop/update the NJTPA CMAQ Performance Plan, in coordination with Task 25/205 (October 2024)

Key Deliverables

- National and regional performance measures, targets, and progress assessment as required and appropriate—enhanced reports (e.g., LRTP system performance report, TIP appendix), dashboards, and other communication methods; consideration of regional targets; monitoring of target attainment and feedback; and Board actions. Support for annual roadway safety targets: statewide (May 2024), regional (October 2024). Mid-performance period target updates (as needed) for PM2/PM3 statewide and UZA measures.
- Updated roadway functional classifications.
- Reports on the RCIS, data analysis, and System Planning website updates (as needed).

Project Cost

Task Id	Task Activity	Budget Line Item	Total
SP201	Performance Measures and Data	Central Staff	\$293,512

Task SP202 MODELING AND FORECASTING

Task Leader: Brian Fineman

Goals

Provide planners and decision-makers with analytical insights regarding the region’s current and future travel patterns, markets, and demographic and employment trends. Explore ranges of future scenarios, considering the potential impacts of transportation investments, land use changes, technology advances and other important factors for regional transportation planning decisions.

Description

This task involves managing, applying, enhancing, and educating about NJTPA modeling capabilities. In partnership with NJDOT and NJ TRANSIT, the NJTPA maintains the Enhanced North Jersey Regional Transportation Model (NJRTM-E) and supports its use throughout the region (particularly with partner agencies and subregions). The NJRTM-E is applied in efforts such as: analyzing CMP priorities; corridor and subregional studies; air quality conformity; performance

measures and targets; and scenario planning. During FY 2023, the NJTPA completed a revalidation project to extend the life of the NJRTM-E, incorporate Census 2020 geographic boundaries and results and allow time to better understand the transportation impacts of the COVID-19 pandemic. NJRTM-E data was applied in a number of planning studies in FY 2024. The revalidated model will be applied in FY 2025 for the LRTP update, the air quality conformity analysis on the LRTP and TIP, and with NJIT support, exploration of innovative scenarios to support ongoing planning work.

The update of the NJTPA's demographic and employment forecasts will be completed and applied in this task. This relies significantly on interagency coordination to ensure consistent forecasts for the entire New York/New Jersey metropolitan area. The process for updating forecasts for the 2025 LRTP started in the latter half of FY 2023 and continued through FY 2024. This includes creation of county-level population, household and employment totals to be used for allocating to the Traffic Analysis Zone (TAZ) level.

The NJTPA also works with partner agencies in the New York/New Jersey metropolitan area to periodically conduct household travel surveys. The NJTPA will coordinate on a forthcoming survey effort to be initiated by NYMTC. In connection with this effort, passive data collection methods will be explored to supplement traditional mail and phone based surveying.

The NJTPA will also coordinate as part of this task with NJ TRANSIT to support an Origin-Destination customer travel survey of Main/Bergen, and Pascack Valley rail lines.

The NJTPA maintains and develops other models and tools for analysis as well, including a road and bike path network defining a "level of comfort" index for bicyclists and an NJRTM-E application that connects to FHWA's Exploratory Modeling and Analysis Tool (EMAT). The NJTPA will continue to explore other such tools which help address future planning concerns such as support for active transportation and the impacts of automated vehicle technology.

Continuing Long-term Task Activities

- Maintain and report on demographic and employment forecasts as needed and support efforts to update the forecasts for the next long range plan including development of county, municipal, and traffic analysis zone forecasts for the NJTPA region.
- Collaborate on the multi-year, consultant-supported New York/New Jersey regional household survey led by NYMTC.
- Coordinate with partner agencies and subregions on modeling issues, tools, application, training, documentation and other modeling needs to enable broad application as needed.
- Support addressing federal requirements for calculating present and future performance measures.
- Maintain and provide analytical support for modeling tools including the bicycle level of compatibility network, and exploratory modeling capabilities using EMAT.
- Perform model runs and report on findings for selected issues, subarea corridors, or transportation studies as needed.

Continuing Short-term Task Activities

- Update population, household and employment forecasts for the NJTPA region allocated to municipal and traffic analysis zone levels (December 2024).

New Task Activities

- Coordinate on the NJ TRANSIT support for an Origin-Destination customer travel survey (June 2025).

Key Deliverables

- Model updates, analysis and reporting for efforts such as: CMP, LRTP, performance measure monitoring, forecasting and target setting, visualization tools, project development, corridor studies, subregional studies, and other appropriate studies as needed.
- Population, household and employment forecasts for the NJTPA region.

Contractual/Consultant Activities

- ***Task SP202.003.25 : NJ TRANSIT Main/Bergen Pascack Valley Rail Survey - Phase I***

Project Manager: Brian Fineman

Schedule: One Fiscal Year Effort

Description

The NJTPA will coordinate with NJ TRANSIT to support an Origin-Destination travel survey of Main/Bergen, and Pascack Valley customers. This data is integral to the federal transportation planning and project development process as it helps characterize the needs for future travel and infrastructure investments in the region.

Products

- Collected survey data and reporting

Contractual/Consultant Activities

- ***Task SP202.004.25 : NJTPA Travel Model Applications***

Project Manager: Brian Fineman

Schedule: One Fiscal Year Effort

Description

The NJTPA's Enhanced North Jersey Regional Transportation Model (NJRTM-E) is an essential tool for regional, state, and subregional planning analyses. This task, a collaboration with the NJIT Department of Civil and Environmental Engineering, will involve conducting a set of NJRTM-E applications to support ongoing planning work and research ways to enhance the model's use for novel scenarios.

One or more of the following or similar activities may be included:

- Investigate and enhance model effectiveness for analyzing new travel behaviors related to emerging technologies. This will build on prior research from recent NJRTM-E validation efforts and explore areas such as transportation network companies (TNCs) and public transit, technology affecting freight and urban goods movements, autonomous and semi-autonomous driving capabilities, and first/last leg shared mobility.
- Explore enhancements to NJRTM-E capabilities for roughly estimating non-motorized travel, recognizing priorities from the NJTPA Active Transportation Plan.
- Investigate approaches to modeling new behaviors related to changing population and economic dynamics, such as increases in hybrid and remote work and changing land use patterns. This may

also draw from prior validation research and model sensitivity testing.

- Perform NJRTM-E runs for congestion management process or other regional travel analyses, focusing on anticipated future transportation system performance needs.
- Building on prior NJTPA use of the FHWA Exploratory Modeling and Analysis Tool (EMAT) based in NJRTM-E runs, analyze a set of relevant scenarios for future long range transportation plans.
- Run USEPA’s MOVES4 model for greenhouse gas outputs using base output from the NJTPA’s NJRTM-E (with current model validation).

Products

- Model analyses, data, updated parameters, and technical reports, including explanations of model effectiveness and recommendations for model enhancements

Project Cost

Task Id	Task Activity	Budget Line Item	Total
SP202	Modeling and Forecasting	Central Staff	\$393,065
SP202.003.25	NJ TRANSIT Main/Bergen Pascack Valley Rail Survey - Phase I	Subrecipient	\$250,000
SP202.004.25	NJTPA Travel Model Applications	Subrecipient	\$200,000

Task SP203 CONGESTION MANAGEMENT PROCESS

Task Leader: Eugene McGuinness

Goals

Maintain a robust performance-based analysis, refined as appropriate to underpin the federally required NJTPA Congestion Management Process and inform the metropolitan planning process. The analysis should help to assess the movement of persons and goods, consider how effectively the multimodal system provides accessibility, and identify beneficial strategies for improvement.

Description

The CMP addresses accessibility, mobility and congestion in the broader planning process. It informs the LRTP and serves as an important basis for project and program development. CMP analysis identifies locations that warrant further attention and development of improvements.

The task builds upon the prior Accessibility and Mobility Strategy Synthesis and includes a consultant-supported Accessibility and Mobility Regional Reassessment continuing from FY 2024 to analyze regional patterns in multimodal access and mobility. Performance oriented data will continue to be applied, such as travel demand, facility operation, contextual land use and updated demographics, and other factors. With consideration to explore a Planning and Environmental Linkages approach, environmental context will be expanded upon for identified needs and strategies. As possible, commercially available archived real-time data drawn from passive smartphone collection or other sources should enable more comprehensive views of travel markets, demographic correlations, time period, and mode option issues across the region. Among other applications, this will enable equity to remain an integral consideration for the NJTPA CMP.

Priorities from the RCIS, LRTP, regional performance measures and targets, freight analysis, and other studies will continue to be incorporated as appropriate. Screening analysis for strategy suitability will continue, such as for: transit enhancements, first-mile/last-mile improvements, transit supportive roads, and road improvements. Along with other assessments, this will support the use of the CMP as a basis for programs to implement strategies in the future.

In conjunction with Task 204, and subregional and partner outreach, part of this work will identify programmatic tracks for CMP refinement, identifying need and strategy candidates for existing and potentially new program paths. The NJTPA will also consider a number of candidate corridors for additional study (in coordination with Task 302), considering a variety of aspects including those relevant to the CMP. Track development will recognize supportive parameters and constraints that relate to successful future projects. This may include practical considerations such as potential funding streams, institutional roles, and local engagement. Complementary strategies will be bundled together as appropriate, and recognition of existing projects and programs will be an important element.

Continuing Long-term Task Activities

- Convene CMP Working Group of subregions and partners and continue to coordinate with other internal and external groups concerning transportation needs, strategies, and projects.
- Refine and identify additional regional needs and suitable strategies as they become evident, applying data and tools to assess performance and explore impacts.
- Prepare findings suitable to project and program development, including through entry into PRIME.

Continuing Short-term Task Activities

- Conduct further screening analysis for strategy implementation using available data and identify potentially viable programs for implementation where appropriate. (January 2025)
- Work with staff and partner agencies on a register of CMP-related project and program ideas to track for advancement. (April 2025)
- Conduct analyses relating to general and equity-oriented needs throughout the region, corridors of concern, and strategies to advance. (August 2024)
- Extract narrative and data findings from the Regional Reassessment that can be included in the Long Range Transportation Plan. (November 2024).

New Task Activities

- Support identification of regional corridors in need of accessibility/mobility improvements, traffic calming, complete streets, and/or multimodal improvements (October 2024)

Key Deliverables

- Documented coordination on analysis, via meetings, workshops and presentations.
- Technical memoranda detailing data sources, performance measures, methodologies, and findings.
- Maps (files containing mapping environments, layers, and proofs), tables, and documentation on need- and strategy-oriented data analysis.

- Regional Reassessment technical reports covering findings and summary report synopsizing them.

Project Cost

Task Id	Task Activity	Budget Line Item	Total
SP203	Congestion Management Process	Central Staff	\$335,598

Task SP204 PERFORMANCE BASED ADVANCEMENT

Task Leader: Jeffrey Vernick

Goals

Create connecting steps in the planning and programming process to support the development of planning activities, projects and programs that are grounded in NJTPA policy goals and systematic data-driven analysis. This should lead to more deliberative and efficient decisions, considering desired performance outcomes for the region.

Description

This task focuses on strategically moving NJTPA, subregional and partner agency planning findings from analysis into viable planning and project pipelines. This involves both technical support for NJTPA, subregion and partner agency planning studies and working cooperatively with decision-makers, planning partners and stakeholders to identify resources and opportunities to advance planning recommendations toward implementation.

This task emphasizes coordination and consistency in planning and programming, maintaining agency awareness of the priorities and findings of regional analyses, localized studies, and projects under development. Activities center on maintaining and adding to the NJTPA’s PRIME library of planning studies and on staff reviews of project development activities. The perspective taken uses consistent performance-oriented features (such as categories, performance measures, strategy assessments, contextual considerations or applied data) and consideration of complementary strategies as project planning is undertaken.

Additional analysis can refine existing findings to support or generate new project development. In FY 2025, this will include exploration of aspects of potential public transit improvement opportunities.

The NJTPA will apply PRIME 2.0 (completed in FY 2024) capabilities for cataloguing and searching planning study findings and promote expanded use by NJTPA and partner agency staff. PRIME is a key resource intended to support collaborative planning, share and leverage CMP results, and identify concepts for advancement to projects. Ongoing management and addition of data in PRIME will continue, as will reporting of findings in the system as a foundation for further refinement or problem statement development.

Continuing Long-term Task Activities

- Coordinate with State Development and Redevelopment Plan, Connecting Habitats Across New Jersey and other multidisciplinary planning initiatives that can inform transportation needs.

- Report to and engage RTAC, standing committees and partner agencies on advancement activities.
- Update NJTPA web pages related to performance-based planning and programming efforts.
- Informed by Tasks 203, 302, 501 and 802, draw from PRIME to support collaborative scoping and project development, review planning context with consideration of issues such as multimodal, climate, equity, and safety needs, and identify recommendations for advancement toward implementation.
- Participate in interagency working groups and activities, including the NJDOT Complete Team regarding problem statement development and partner committees conducting research (such as on advanced emerging technologies).
- Support integration of performance-based products in appropriate NJTPA and partner planning and project development activities. Review proposed projects considered by the NJDOT Capital Program Screening Committee (CPSC) and other venues, documenting consistency with the CMP and other performance-based analyses.
- Continue PRIME data entry and report generation, conduct training and assess ongoing user experience to determine needs for further system refinements or adjustments. Establish a PRIME expert user group to help define PRIME requirements for subregional studies, TMA activities and other programs as needed. Explore potential for providing public access and expanding PRIME coverage and use beyond the NJTPA region as a future enhancement.

Continuing Short-term Task Activities

- Manage the NJTPA review of the NJDOT State Planning and Research/Management System Work Program. (September 2024).
- Produce PRIME annual summary report. (June 2025).
- In conjunction with Task 307, manage NJTPA coordination and technical support for a new Transit Hub Program to prepare strategic transit hub improvement plans for competitively selected local communities. (June 2025).

New Task Activities

- Conduct analysis of potential improvements for appropriate aspects of public transit service (June 2025).
- In conjunction with Task 203, explore use of PRIME 2.0 to make CMP findings more accessible / widely available (June 2025).
- Coordinate with subregion and partner agency staff leveraging PRIME findings to better support project scoping, planning refinement and project advancement (June 2025).

Key Deliverables

- Managed and populated PRIME 2.0 system, reports, training, user support and adoption guidance for NJTPA, subregion and agency staff to incorporate into work processes.
- Updated CMP-based study and planning review procedures and guidance as needed.
- Documented reviews of advancing FY 2024 NJDOT projects; new NJDOT problem statements as appropriate.

- NJTPA comments on the NJDOT CY 2023-2024 Year 2 State Planning and Research Program.

Project Cost

Task Id	Task Activity	Budget Line Item	Total
SP204	Performance Based Advancement	Central Staff	\$308,307

Task SP205 AIR QUALITY PLANNING AND CONFORMITY ANALYSIS

Task Leader: Liz DeRuchie

Goals

The desired outcome of air quality planning is a healthier environment within and beyond the northern New Jersey region, including cleaner air and the attainment of the National Ambient Air Quality Standards. The goal of this task is to support plans and programs that result in reduced mobile source emissions. As a fundamental federal requirement for northern New Jersey, an ongoing successful conformity process in which the NJTPA’s LRTP and TIP meet conformity requirements enables the region to receive and apply federal dollars for transportation improvements.

Description

Portions of the NJTPA region are classified as nonattainment for ozone (8-hour ozone standard), and maintenance for fine particulate matter (PM2.5, both daily and annual) and carbon monoxide (CO). A federally mandated activity, this task assesses the air quality impacts of the aggregate projects in the LRTP and TIP. The NJTPA analyzes projected travel and associated vehicular pollutant emissions against pollutant budgets set out in the New Jersey State Implementation Plan (SIP). The air quality conformity process requires ongoing and close coordination with partner agencies. The NJTPA maintains an active Interagency Consultation Group (ICG), comprised of members of the USEPA, NJDOT, NJ TRANSIT, NJDEP, FHWA and FTA, along with neighboring MPOs. In order to respond to anticipated regulatory changes, possible changes in the TIP delivery schedule and increased project delivery from the IJA, consultant support for this task, which will begin in FY2025, will continue to include FY2026 technical analyses needed for the conformity determination(s).

The NJTPA will support the Transportation Clean Air Measures (TCAM) projects primarily with Congestion Mitigation and Air Quality Improvement (CMAQ) funds but will also draw upon other funding opportunities where possible. Projects will address priorities in federal law such as PM2.5 reduction, congestion relief, ITS projects, EV infrastructure and innovative technologies. The NJTPA will continue to refine efforts to comply with the Federal authorization process through continuous outreach to NJDOT and TCAM fund recipients. The NJTPA will report on the impacts of TCAM projects and the overall CMAQ program as required.

Continuing Long-term Task Activities

- Conduct air quality emissions analyses of transportation plans and programs and develop the conformity determination, including convening the ICG.
- Continue to work closely with NJDEP to develop SIP budgets as required.

- Review, classify and vet all TIP amendments through the ICG to ensure that federal air quality conformity regulations are followed.
- Continue to identify new TCAM projects through innovative outreach methods and research of FHWA's CMAQ Database.
- Coordinate with and support public and private sector partners and NJDOT to improve federal authorization as projects are move towards implementation.
- Develop/update the NJTPA CMAQ Performance Plan, in coordination with task 25/201.

Continuing Short-term Task Activities

- Update the on-road mobile GHG emissions and forecasts in the NJTPA's GHG Inventory by preparing MOVES inputs to estimate annual on-road GHG emissions for 2026, 2035, 2045 and 2055. Explore target setting for GHG. (June 2026)

Key Deliverables

- Conformity determination for the FY 2026 TIP and LRTP, and as required GHG Inventory
- Annual status report on local and regional TCAMs including final reports from project sponsors of completed projects

Contractual/Consultant Activities

- ***Task SP205.001.25 : FY 2025 Air Quality Conformity Determination and Regional Emissions Modeling***

Project Manager: Liz DeRuchie

Schedule: Three Fiscal Year Effort

Description

Conduct an air quality conformity analysis on the FY 2025 Transportation Improvement Program (TIP) and the Long-Range Transportation Plan (LRTP). The NJTPA anticipates additional regionally significant projects to advance from the Infrastructure Investment and Jobs Act (IIJA) for amendment into the FY 2025 TIP, necessitating an additional conformity analysis between scheduled biennial analyses (FY2024 and FY2026). The central purpose of this work will be to: estimate the emissions of mobile source criterion- pollutants in the NJTPA's non-attainment and maintenance areas from the regional transportation network using the U.S. Environmental Protection Agency's (EPA) Motor Vehicle Emission Simulator (MOVES) model; conduct required SIP work with NJDEP on the reclassified NY-NJ-CT non-attainment area; and expand the on-road mobile Greenhouse Gas (GHG) Inventory to include Electric Vehicles (EVs) and a Technical Advisory Committee.

Products

- Conformity Determination on TIP and LRTP, State Implementation Plan (SIP) development for the NJTPA Region, On-road mobile Greenhouse Gas (GHG) emissions and forecasts in the NJTPA's GHG Mitigation Plan.

Project Cost

Task Id	Task Activity	Budget Line Item	Total
SP205	Air Quality Planning and Conformity Analysis	Central Staff	\$316,060
SP205.001.25	FY 2025 Air Quality Conformity Determination and Regional Emissions Modeling	Consultant	\$700,000

Task SP206 GIS, DATA RESOURCES AND PLANNING TOOLS

Task Leader: Gabrielle Fausel

Goals

Strengthen the NJTPA's role as a technical and informational resource for northern New Jersey transportation planning activities and continue to enhance partnering and collaborative activities with citizens, local governments, MPOs, transportation and operating agencies. Continue as a regional resource for geospatial transportation data.

Description

This task includes maintaining a regional databank for all transportation and related data. These various data sources are currently available in an enterprise - geographic information system (EGIS) database. EGIS allows for an efficient response to data requests. Maps, tables and datasets are made accessible to staff, partner agencies, subregions and the general public. Project deliverables are reviewed for compliance with NJTPA EGIS standards. This task also includes research, development and maintenance of planning tools, such as the Esri ArcGIS Hub, that allow for visualization and analysis of both spatial and non-spatial data in support of NJTPA transportation planning activities. ArcGIS Hub is an easy to configure community engagement platform that organizes people, data and tools through information-driven initiatives. This task facilitates the integration of transportation, land use and environmental information into NJTPA's data-driven planning process as well as expanding the use of ArcGIS Hub.

Continuing Long-term Task Activities

- Acquire, process and upload new datasets into the regional databank as appropriate including NJTPA EGIS and Open Data Portal maintenance and updates.
- Develop and maintain data inventory of Title VI and environmental justice variables such as concentrations of poverty, low income and minority areas, people with disabilities, people with limited English proficiency, adverse environmental impacts disproportionately facing some communities, mobility barriers, lack of access to opportunities and climate change impacts. Collect data and update using various methods and locations.
- Fulfill internal and external data and mapping requests on an as-needed basis, including preparation of maps, tables and charts for NJTPA publications, review of project deliverables as well as employing GIS and other visualization techniques as appropriate.
- Identify, research and develop visualization and analytical planning tools to support NJTPA transportation planning activities. Continue to offer the most up-to-date ESRI GIS training opportunities for NJTPA staff and subregional partners.

New Task Activities

- Development of an ArcGIS Online (web based) mapping tool designed for basic querying of spatial data that NJTPA maintains. This tool will help internal staff, who do not have ArcGIS licenses, to view, review and collaborate with staff using GIS for projects. (June 2025)
- Working with DVRPC and SJTPO, staff will contribute to the creation of a statewide Zoning Atlas for New Jersey. This will involve collecting and analyzing zoning codes and geospatial data from the region’s municipalities and development of a geospatial database. (June 2025)

Key Deliverables

- Updated ArcGIS Hub initiative sites.
- Updated Title VI and Environmental Justice database and maps.
- Development of a Zoning Atlas of the NJTPA region.

Project Cost

Task Id	Task Activity	Budget Line Item	Total
SP206	GIS, Data Resources and Planning Tools	Central Staff	\$384,761

Task SP207 TRANSPORTATION TECHNOLOGY AND OPERATIONS PLANNING

Task Leader: Andy Kaplan

Goals

To align the needs of operations and planning with partner agencies in the NJTPA region. To monitor and plan for the integration of new technologies such as app-based traveler information systems; connected and autonomous vehicles, Mobility as a Service/ Mobility on Demand, intelligent transportation systems and opportunities to integrate them into the NJTPA planning process.

Description

Advancing Operations and Intelligent Transportation Systems (ITS) in the NJTPA region will continue with innovative approaches to improving the reliability of the transportation system, drawing from studies and partnerships. ITS projects may include but are not limited to traffic signal operations and technology (including transit signal priority); local Traffic Operations Center (TOC) hardware and software deployment; App-based Traveler Information System coordination; connected and autonomous vehicle research; Mobility as a Service and Mobility on Demand; multi-agency operational planning and using operations data for planning, and data integration.

Continuing Long-term Task Activities

- Support subregional partners with the deployment of local ITS, adaptive signal and signal optimization projects, and coordination with NJDOT. Specifically, support the continued adoption and use of the NJ ITS Architecture, technology best practices, ITS planning and NJDOT Local Aid project authorization.

- Provide subject matter expertise related to transportation technology and operations for intra-agency studies and other partner agencies and subregional efforts impacting the NJTPA region. Participate in relevant external coordination activities, such as representation at local ITS-NJ and ITE meetings, and collaboration with partner agencies.
- Investigate impacts of emerging technologies, such as CV and AVs and connected infrastructure on the transportation system. Support pilot AV applications, provide information and support studies and investments at the subregional level.
- Advance CV and AV ideas. Work will be done to identify specific NJTPA activities which can support the incubation and coordination of technological deployment in the region, in alignment with goals of the NJTPA Long Range Plan. Activities would include community building and knowledge transfer events.

Continuing Short-term Task Activities

- Facilitate deployments of traffic signal optimization technology along local corridors; including support to all signal projects funded through NJTPA-administered grants, such as CMAQ. (June 2025)
- In conjunction with task 305, Mobility Programs, engage operating agencies, subregions, and local partners in a series of conversations on the topic of Mobility as a Service (MaaS) / Mobility on Demand (MoD) to support the development of a regional vision for connected transportation. (June 2025)

New Task Activities

- Support multi-jurisdictional operational planning activities along key regional corridors.

Key Deliverables

- Management of the Local ITS Deployment Program. Authorize and complete ITS/adaptive and optimized signal projects from NJTPA's TCAM program.
- Support of all ITS efforts at NJTPA such as CAV advancement in the region, traffic signal technology and other technologies.

Contractual/Consultant Activities

- ***Task SP207.002.25 : Traffic Signal Strategic Investment Plan & Data Collection***

Project Manager: Andy Kaplan

Schedule: Two Fiscal Year Effort

Description

This initiative will identify gaps and develop a strategic investment plan to advance the state of good repair, safety and operations at traffic signals, primarily within county and municipal jurisdiction, throughout the NJTPA region. This effort will include policy analysis of the current transportation system and associated policies through the lenses of key regional planning goals, including but not limited to safety, complete street/multi-modal accommodation, equity, environmental justice, air quality, safe routes to schools and overall mobility. As a component of a traffic signal investment strategy, this effort will identify a prioritization or network screening methodology, inclusive of identification if required data elements. Further, recommendations on

cost-efferent ways to fill identified data gaps, in order to develop a regional local traffic signal asset management system.

Products and Data Support:

Interim: Research and analysis of traffic signal locations and infrastructure, traffic signal network screening / prioritization, data validation of traffic signal locations.

Final: Traffic Signal Strategic Investment Plan, list of potential funding sources for local traffic signal needs, framework for future data collection needs and investment strategy, spatial database of signals, analysis and policy briefs.

Products

- Traffic signal assets in a spatial database for the NJTPA region to accommodate future planning efforts at the NJTPA.

Project Cost

Task Id	Task Activity	Budget Line Item	Total
SP207	Transportation Technology and Operations Planning	Central Staff	\$327,566
SP207.002.25	Traffic Signal Strategic Investment Plan & Data Collection	Consultant	\$250,000

Regional Planning

Task RP301 LONG RANGE PLANNING

Task Leader: Peter Zambito

Goals

The goal of this task is to produce a draft Long Range Transportation Plan (LRTP) to present to the Board of Trustees for adoption in the first quarter of FY2026.

Description

This task will develop a draft Long Range Transportation Plan for adoption early in FY 2026. The LRTP will include a fiscally constrained financial element, feedback gathered through robust public engagement, and will contain all required elements including housing.

Continuing Long-term Task Activities

- Participate in interagency and regional planning and collaboration to address broad and emerging planning and transportation issues.
- Coordinate with related Central Staff efforts, including LRTP public engagement (Task PA701), performance measures, and other ongoing efforts.

Continuing Short-term Task Activities

- Support NJDOT and NJ TRANSIT in developing the Statewide Long Range Transportation Plan. This includes collaboration and public involvement activities and other support as requested. (June 2025)

New Task Activities

- Prepare the financial element of the LRTP, with consultant support. (December 2025)
- Analysis, documentation, public outreach, and preparing final draft LRTP. (September 2025)

Key Deliverables

- A draft Financial Element of the LRTP.
- A draft LRTP.

Contractual/Consultant Activities

- **Task RP301.001.25 : Financial Element of the Long Range Transportation Plan**

Project Manager: Peter Zambito

Schedule: Two Fiscal Year Effort

Description

Consultant support to develop the financial element of the Long Range Transportation Plan (LRTP) update for the NJTPA, following federal requirements.

Products

- This effort will create a Financial Element of the Long Range Transportation Plan (LRTP) that is fiscally constrained and meets all federal requirements for an LRTP Financial element.

Project Cost

Task Id	Task Activity	Budget Line Item	Total
RP301	Long Range Planning	Central Staff	\$489,002
RP301.001.25	Financial Element of the Long Range Transportation Plan	Consultant	\$275,000

Task RP302 PLANNING STUDIES

Task Leader: Peter Zambito

Goals

This task conducts multimodal localized and regional planning analysis, interagency collaboration and outreach in support of the LRTP.

Description

This task encompasses collaboration, research and analysis to identify and define multimodal transportation planning issues and needs of regional importance that advance LRTP goals and strategies, and MPO, FHWA and NJDOT emphasis areas. Collaboration with partner agencies such as NJ TRANSIT and NJDOT on their studies and bicycle and pedestrian planning are included in this task. The purpose of these studies is to define and clarify opportunities that can lead to policies and investments. These studies can address a wide range of issues such as safety, infrastructure conditions, system connectivity, resiliency, transit needs, or economic vitality. Partner agency and public involvement are integral to these efforts. Efforts to advance study recommendations through the PRIME database or project development pipelines are part of this task.

Continuing Long-term Task Activities

- Identify potential subarea or corridor studies to be undertaken by the NJTPA or others that advance the LRTP, CMP, resiliency, freight movement, or other regional priorities. Participate in studies led by subregions, Central Staff, or partner agencies.
- Advance plan recommendations into an appropriate development pipeline. This could mean incorporating study recommendations into PRIME, for example.
- Engage in regional and subregional bicycle and pedestrian planning initiatives, including support for the East Coast Greenway, Morris Canal Greenway, 9/11 Memorial Trail, Essex Hudson Greenway, and other trails. This includes attending NJ Bicycle and Pedestrian Advisory Council, East Coast Greenway Alliance, the NJ Bicycle and Pedestrian Safety Council, or other pedestrian or bicycle-focused meetings and forums.
- Advance recommendations of the Regional Active Transportation Plan effort, completed in FY 2023. This may include initiation of a regional trails support program to facilitate coordination with external planning partners on initiatives that can expand the region's network of multimodal trails.

Key Deliverables

- Reports or initiatives supporting implementation of trails and active transportation facilities
- Candidate subarea or corridor studies for potential study by the NJTPA or others

Project Cost

Task Id	Task Activity	Budget Line Item	Total
RP302	Planning Studies	Central Staff	\$148,031

Task RP303 SAFETY PLANNING

Task Leader: Keith Hamas

Goals

The goal of this task is to reduce traffic fatalities and serious injuries for all users on public roads using systemic, data-driven methods that incorporate the Safe System Approach.

Description

This task supports the implementation of the New Jersey statewide Strategic Highway Safety Plan (SHSP), adopted in August 2020, by advancing its safety strategies at the regional and subregional level. Central Staff will coordinate with partners to implement safety strategies that contribute to the goal of eliminating roadway fatalities in the state. Staff will continue to apply data-driven approaches to safety related performance measures, local programs, and multimodal planning initiatives. Staff will continue to guide and manage the FY 2024 consultant effort to create Local Safety Action Plans for participating subregions, using a Safe System Approach and in keeping with the guidance for these plans contained in the Infrastructure Investment and Jobs Act Safe Streets and Roads for All (SS4A) competitive grant guidelines. Staff is also coordinating with SS4A grant recipients in the region and will contribute to the development of the statewide Strategic Highway Safety Plan Update, to be adopted in 2025.

For more information on NJTPA’s safety initiatives visit <https://www.njtpa.org/Planning/Regional-Programs/Safety.aspx>.

Continuing Long-term Task Activities

- Coordinate with NJDOT, planning partners, and the Statewide Traffic Records Coordinating Committee (STRCC) to improve safety data quality (an SHSP Emphasis Area).
- Conduct data analysis and collaborate with subregions and planning partners in support of safety initiatives
- Convene the Safety and Data Management Task Force to coordinate internal and external efforts towards SHSP implementation and information sharing.
- Implementing SHSP strategies and work toward reaching plan goals. This includes leading and participating in emphasis area teams and the steering committee.

Continuing Short-term Task Activities

- Oversight of the consultant team and coordination with participating subregions to complete the FY 2024-2025 development of local safety action plans and support related subregional implementation efforts. (June 2025)

New Task Activities

- Contribute to the update to the 2020 SHSP by serving on the steering committee and/or emphasis area subcommittees, drafting and reviewing SHSP elements, and providing data or other support as requested (Ongoing).

Key Deliverables

- Reports, initiatives or completed actions supporting the 4E’s and SHSP implementation.
- Annual summary of Safety and Data Task Force notes.
- Local Safety Action Plans for eight participating counties.

Project Cost

Task Id	Task Activity	Budget Line Item	Total
RP303	Safety Planning	Central Staff	\$291,794

Task RP304 SUBREGIONAL PASS THROUGH PROGRAMS

Task Leader: William Long
 Justine Recio-Patel

Goals

The goal of this task is to administer the annual Subregional Transportation Planning (STP) program and the Subregional Studies Program (SSP).

Description

This task provides for administration of the STP program, which is a pass-through program to fund subregional transportation planning activities in support of the metropolitan planning process. Participation in this annual program is mandatory for subregions to be eligible to receive federal planning funds. STP work programs advance FHWA and NJDOT priorities for MPOs and LRTP goals. A detailed program description is provided in Chapter II, along with the subregional work programs.

This task also provides for administration of the federally funded Subregional Studies Program (SSP). The SSP program provides technical and financial assistance to subregions, on a competitive basis, to conduct analysis and develop recommendations that address important local mobility and accessibility issues that have a regional impact. Through the application process, selected studies must demonstrate their relationship to FHWA and NJDOT priorities for MPOs and to LRTP goals. A detailed program description, including study descriptions, is provided in Chapter II.

Continuing Long-term Task Activities

- Administer the FY 2025 STP Program, including review of quarterly and final subregional progress reports, review and approval of subregional technology and training requests, and preparation of semi-annual regional reports highlighting the activities accomplished by each subregion.
- Administer the SSP and seek opportunities for project implementation, including the update and use of guidelines and sample documents as needed.

Continuing Short-term Task Activities

- Administer the FY 2024-FY 2025 cycle of SSP studies including: tracking progress and budget, participating in technical advisory committees, reviewing and commenting on written products and other deliverables, interagency coordination, approving interim deliverables and final products, and providing ongoing technical assistance to guide the progress of studies. (June 2025)

New Task Activities

- Administer the FY 2025-FY 2026 cycle of SSP studies including: tracking progress and budget, participating in technical advisory committees, reviewing and commenting on written products and other deliverables, interagency coordination, approving interim deliverables and final products, and providing ongoing technical assistance to guide the progress of studies. (June 2026)
- Conduct the FY 2026 STP Program solicitation process and prepare the STP work program for Chapter II of the FY 2026 UPWP, including preparation of a solicitation document and review of proposed subregional work programs. (December 2024)
- Conduct a solicitation for the FY 2026-FY 2027 cycle of SSP studies, including developing a solicitation, coordinating a proposal selection committee, providing feedback to subregions on proposals and recommending studies for inclusion in Chapter II of the FY 2026 UPWP. (December 2024)

Key Deliverables

- Preparation of FY 2026 - FY 2027 SSP studies for Chapter II of the FY 2026 UPWP
- Initiation of FY 2025-2026 SSP studies
- Bi-annual STP subregional reports
- FY 2026 STP Program solicitation and subregional work programs
- Bi-annual SSP regional reports
- FY 2024 - FY 2025 SSP study final reports, executive summaries, and all study deliverables
- FY 2026 STP and FY 2026 - FY 2027 SSP solicitations

Contractual/Consultant Activities

- ***Task RP304.001.25 : FY 2025 Subregional Transportation Planning Program***

Project Manager: Justine Recio-Patel

Schedule: One Fiscal Year Effort

Description

The Subregional Transportation Planning (STP) Program provides funding to each subregion for essential transportation planning, programming and administrative activities that support the goals and policies in the NJTPA Long Range Transportation Plan (LRTP). These activities include collecting data, analyzing project needs, facilitating public participation and sharing information. Under the STP, the NJTPA provides federal funding to support subregional planning work, and the funds are matched by a local contribution. As vital partners in regional planning work, the subregions help bring a local perspective to all aspects of NJTPA's work to improve the northern New Jersey transportation network.

Products

- Subregional Work Programs
- Quarterly Progress Reports and Invoices

Contractual/Consultant Activities

- **Task RP304.003.25 : FY 2025-2026 Subregional Studies Program**

Project Manager: William Long

Schedule: Two Fiscal Year Effort

Description

The Subregional Studies Program (SSP) provides technical and financial assistance to subregions and subregional teams, on a competitive basis, to produce studies of important regional mobility and accessibility issues. This program is an extension of the NJTPA's Subregional Transportation Planning (STP) program. These studies produce recommendations consistent with the Long-Range Transportation Plan (LRTP), the Congestion Management Process (CMP), and federal guidance. The SSP is a critical element of the NJTPA's continuous, cooperative, and comprehensive metropolitan planning process. Subregions are encouraged to propose studies that complement other planning work in the NJTPA region and within the local area. Products developed through this program must address significant transportation challenges within the region and must be consistent with plans and priorities at the state and regional level.

Products

- Final Reports and other Final Deliverables
- Quarterly Progress Reports and Invoices

Project Cost

Task Id	Task Activity	Budget Line Item	Total
RP304	Subregional Pass Through Programs	Central Staff	\$359,719
RP304.001.25	FY 2025 Subregional Transportation Planning Program	Pass-Through Grant	\$2,508,875
RP304.003.25	FY 2025-2026 Subregional Studies Program	Pass-Through Grant	\$940,000

Task RP305 MOBILITY PROGRAMS

Task Leader: Jasmine Grossmann

Goals

Mobility Programs at the NJTPA support transportation options for all people, regardless of ability, income, or type of trip. This creates a more resilient and livable region while providing opportunity and quality of life for residents. This work strengthens the NJTPA’s leadership position in transportation planning and raises public awareness of the organization’s mission.

Description

This task provides oversight for the federally funded TMA work programs (Chapter III). This allows for continued work by TMAs to increase mobility options for the public, particularly in areas under-served by public transportation. This work includes coordination with TMA partners for implementing safety strategies and initiatives (25/303) and for implementing the Coordinated Public Transit Human Services Transportation Plan (CPTHSTP). TMA Program oversight includes implementing the recommendations of the TMA Program Assessment completed in FY 2022, which seeks to align the NJTPA TMA Program with the LRTP and other regional planning initiatives.

This task will advance the implementation of the CPTHSTP to better meet the needs of older adults, people with disabilities, low-income individuals, and veterans for access to jobs, education, social support, and other necessary services.

This task also advances the implementation of the Transportation Demand Management (TDM) and Mobility Plan to identify regional policies and strategies that increase travel choices while minimizing the negative impacts of single-occupant vehicle travel.

This task will continue to administer the Local Mobility Initiatives (LMI) program funded by the federal Congestion Mitigation and Air Quality (CMAQ) program. The LMI program provides operating funds for new or expanded first-mile/last-mile transit shuttle services or capital support (as vehicle replacement) for existing services. NJ TRANSIT assists with scoring LMI grant applications and then administers the program to the successful applicants. Staff will serve as a technical resource to applicants during project implementation and monitor project outcomes.

This task will lead the Complete Streets Demonstration Library program, which provides materials to implement temporary demonstration projects. These materials are available to borrow for projects that test out Complete Streets strategies in communities throughout the region and state. Activities will include the promotion and delivery of the program and include replenishment of materials.

This task will also continue to assist NJ TRANSIT in the selection of Section 5310 grants for transportation services for older adults and people with disabilities and Job Access Reverse Commute (NJ-JARC) grants for connections to employment sites without transit.

Continuing Long-term Task Activities

- Provide program management and oversight of the TMAs, including review of invoices and progress reports, development and monitoring of performance measures, coordination of TMA activities, and attendance at TMA Board and other related meetings.
- Work to advance the recommendations of the regional CPTHSTP and the Transportation Demand Management (TDM) and Mobility Plan in coordination with the subregions, TMAs, and others.
- Participate in proposal selection and guidance for human services and workforce transportation programs, in coordination with NJ TRANSIT.
- Support and monitor the implementation of NJTPA grant-funded projects, such as the LMI projects, in coordination with NJ TRANSIT.
- Management of the Complete Streets Demonstration Library.

New Task Activities

- Complete Streets Demonstration Library interactive map of completed projects. (June 2025)

Key Deliverables

- Complete Streets Demonstration Library summary memo
- TMA Program quarterly reports
- FY 2026 TMA Program solicitation and work programs

Contractual/Consultant Activities

- ***Task RP305.001.25 : FY 2025 Transportation Management Association Program***

Project Manager: Jasmine Grossmann

Schedule: One Fiscal Year Effort

Description

The TMA Program contains the activities conducted by the Transportation Management Associations (TMA) throughout New Jersey in their support of statewide transportation demand management activities. This includes encouraging and enabling commuters and other travelers to make choices other than driving alone, including taking transit, riding together, biking, or walking; promoting and supporting non-auto travel to employers; sharing information about construction and events that cause travel disruptions; and educating the public about air quality and electric vehicles.

During FY 2025 TMAs will conduct safety programs and walk/bike audits, and will continue to pursue a variety of efforts to enhance transportation for older adults, low-income people, veterans, and individuals with disabilities in keeping with the regional CPTHSTP, assist with air quality

monitoring and reporting, and work with and engage overburdened communities to help provide equitable access to mobility options.

Products

- TMA Work Programs
- Quarterly Progress Reports and Invoices

Project Cost

Task Id	Task Activity	Budget Line Item	Total
RP305	Mobility Programs	Central Staff	\$267,549
RP305.001.25	FY 2025 Transportation Management Association Program	Pass-Through Grant	\$7,117,200

Task RP306 ENVIRONMENTAL AND CLIMATE CHANGE PROGRAMS

Task Leader: Zenon Tech-Czarny

Goals

This task aims to create a better understanding of GHG emissions from on-road transportation, mitigate GHG emissions from transportation, and adapt to the impacts of climate change-related extreme weather on the transportation system in the NJTPA region. These goals serve the NJTPA’s Plan 2050 priority of addressing Climate Change.

Description

This task continues to support the GHG inventory work in Task 205 (Air Quality Planning and Conformity Analysis), as well as analyzes and shares the GHG emissions from on-road transportation. It also investigates new methods to track GHG emissions from on-road transportation as electric vehicles become more common and the technology to measure travel improves.

This task works to develop strategies and implement projects and measures that mitigate GHG emissions from transportation and achieve the national greenhouse gas reduction goals, including developing a Carbon Reduction Strategy that will reduce single-occupancy vehicle trips, increase access to public transportation, and shift to other lower emission modes of transportation as well as incorporate shared use and electric vehicles into planning processes. It also explores methods to quantify GHG emissions reductions from various transportation-related GHG emissions reduction measures.

This task continues to monitor the impact of climate change-related extreme weather on the transportation system and works to advance the resilience of the transportation system and mitigate stormwater impacts on surface transportation. This task will also include continuing our work with NJDEP’s Resilient NJ, serving as a stakeholder and working to advance their planning studies and initiatives.

This task also continues collaboration with federal, state, regional, county, municipal, nonprofit, and other partners on GHG mitigation and climate adaptation issues. One notable collaboration is the US

EPA’s Climate Pollution Reduction Grant (CPRG) Program Planning Grant, an initiative to prepare climate action plans for the New York-Newark-Jersey City NY-NJ-PA Metropolitan Statistical Area (MSA). The NJTPA is a partner on the project.

Continuing Long-term Task Activities

- Research and explore new methods to track GHG emissions from the transportation sector for projects such as the NY-NJ MSA Climate Pollution Reduction Grant planning work and in preparation for the GHG Inventory and Forecast work expected in FY26.
- Advance GHG mitigation efforts and provide information to further electric vehicle adoption.
- Track electric vehicle data and encourage the adoption of EVs and charging infrastructure through information sharing on the NJTPA EV Resources Hub Site and technical assistance.
- Monitor the impact of extreme weather on the transportation system and advance climate adaptation measures.
- Collaborate with partners on GHG accounting, mitigation, and climate adaptation issues.

Continuing Short-term Task Activities

- Identify projects for carbon reduction efforts. (June 2025)
- Continue identifying adaptation projects for Bipartisan Infrastructure Law’s PROTECT Program. (June 2025)
- In coordination with the Air Quality Planning and Conformity Analysis task (205), assist with procuring professional services for an update to the GHG Inventory. (June 2025)

New Task Activities

- Assist with the EPA’s Climate Pollution Reduction Grant (CPRG) program New York-Newark-Jersey City NY-NJ Metropolitan Statistical Area (MSA) planning grant, by attending regular meetings, maintaining the project Hub Site, and supporting the preparation of a Comprehensive Climate Action Plan (CCAP). (June 2025)
- Develop a Resiliency Improvement Plan for our region consistent with the PROTECT Program requirements. (June 2025)

Key Deliverables

- Resiliency Improvement Plan
- Updates to the NJTPA EV Resources Hub Site and NY-NJ CPRG Hub Site

Project Cost

Task Id	Task Activity	Budget Line Item	Total
RP306	Environmental and Climate Change Programs	Central Staff	\$469,652

Task RP307 LIVABLE COMMUNITIES PLANNING

Task Leader: Peter W. Bilton

Goals

This task aims to implement the vision for regional competitiveness, efficiency, livability, and resiliency originally outlined in the Together North Jersey Plan, as well as to address the transportation-related needs identified in Plan 2050, including Complete Streets. This is accomplished through providing subregions and local governments with training, planning support, and technical assistance to address the transportation needs of all users. This task also supports regional planning initiatives that enhance transit-oriented development, walking and bicycling.

Description

This task provides oversight and staff support for the Vibrant Communities Initiative, in partnership with VTC at Rutgers University and with the introduction this year of the Center for Community Systems and the Hillier College of Architecture and Design at NJIT. The Vibrant Communities Initiative provides technical assistance, training, and research activities continuing the mission of municipal capacity building originally advanced through the Together North Jersey Initiative. This task advances the themes from the NJTPA Plan 2050 and supports the development of the next Long Range Transportation Plan (LRTP), which is scheduled for adoption in FY 2026.

This task continues the Planning for Emerging Centers program, which provides consultant and staff technical support to municipalities to conduct a variety of planning studies including integrating transportation into land use plans, transit area plans, multimodal (e.g., vehicular, bus, bike, pedestrian) circulation elements of master plans, climate change and sustainability plans and others. Continuing in this task will be identifying a study or studies that will occur with consultant support in FY 2026. This program is conducted in collaboration with NJ TRANSIT, NJDOT, the relevant subregions and other planning partners.

This task also includes the Complete Streets Technical Assistance program, undertaken with contractual support from VTC and the Sustainability Institute at the College of New Jersey. The fourth round of this program will continue to provide both training and technical assistance planning services to interested municipalities on a competitive basis. This effort began in FY 2024 and will conclude in FY 2025 with products for five municipalities in the NJTPA region.

This task, in partnership with the Center for Community Planning and the American Planning Association New Jersey Chapter (APA-NJ), also supports the Transit Hub Planning Program. This program provides technical planning support by a team of volunteer planners for up to two community groups or municipalities. Projects are selected on a competitive basis by a committee made up of staff from the three organizations. The teams of volunteer planners develop strategic plans for the re-use, redevelopment, or improvement of a transit hub in the selected communities. Plans result in strategies that improve access to the transit station, increase economic activity in the hub area, create improved public spaces and create a more vibrant and connected community.

This task includes the initiation of a Complete Streets Conceptualization Pilot, which will provide consultant-supported planning and project development assistance to advance a multi-modal local Complete Streets project. Municipalities in the NJTPA region continue to face challenges advancing roadway safety and improvement projects that benefit all users and address the multiple community goals embodied in the Complete Streets approach, including pedestrian and bicyclist safety, transit accessibility, economic development, freight mobility, and green stormwater management. Work is expected to include public input, development and evaluation of alternatives, identification of project fatal flaws and evaluation of design constraints related to environmental, right-of-way, and cost.

Continuing Long-term Task Activities

- Manage the VTC-led technical support initiative for the Vibrant Places Local Technical Assistance Program and additional Vibrant Communities Initiative events. This work includes staff support of activities and events.

Continuing Short-term Task Activities

- Manage the Planning for Emerging Centers Program consultant-supported municipal studies, consisting of scope development for a new study or studies that will begin with consultant support in FY 2026. (June 2025)
- Support the Transit Hub Planning Program. (June 2025)
- Manage the Complete Streets Technical Assistance program to deliver training and services to municipalities in the NJTPA region, including the completion of five final reports. (June 2025)
- Assist in the development of transportation and housing coordination to support the LRTP. (June 2025)

New Task Activities

- Manage the Complete Streets Conceptualization Pilot, which will provide consultant-supported planning and engineering assistance to advance a local Complete Streets project. (June 2027)

Key Deliverables

- Complete the selection of projects for the Planning for Emerging Centers Program.
- Technical assistance, data collection, community outreach, and final reports for Complete Streets Technical Assistance program.
- Transit Hub Planning Program final report.
- Complete the procurement of professional services and initiate the Complete Streets Conceptualization Pilot.

Contractual/Consultant Activities

- ***Task RP307.002.25 : FY 2025 Vibrant Communities Initiative***

Project Manager: Blythe Eaman

Schedule: One Fiscal Year Effort

Description

The Vibrant Communities Initiative provides targeted support to municipalities, counties, and community organizations in the NJTPA region through technical assistance, placemaking projects, information resources, and applied research. This effort promotes economic development, highlights cultural and historic resources, and engages communities in opportunities to enhance the quality of life for all residents, while building strong, vibrant communities.

Through this effort the NJTPA continues to work with VTC to advance projects and recommendations that shape the vision for the region. This includes building upon actions originally identified in previous work through the Together North Jersey Initiative. Since the Together North Jersey grant ended in 2015, NJTPA and VTC have continued advancing the TNJ Plan goals by providing technical assistance to communities. This work continues with a new

name and focus. In this effort, VTC and NJIT will support the NJTPA in organizing and producing forums, conducting research/knowledge-building activities and administering the Vibrant Places Program.

New this year, VTC will partner with the Center for Community Systems and the Hillier College of Architecture and Design at NJIT. This partnership will include design support for the Vibrant Places Program as well as conducting an inventory of brownfield sites. The inventory will examine sites that lie adjacent to the proposed NJDEP Greenway in the municipalities of Montclair, Glen Ridge, Bloomfield, Belleville, Newark, and Kearny.

The Vibrant Communities Initiative seeks to create a more sustainable future for the region that invests in existing communities where housing, jobs, educational, cultural and recreational opportunities are made more easily accessible to most residents of the region by providing more transportation choices.

Products

- Vibrant Places Program final reports
- Vibrant Communities Initiative workshops and webinars
- Delivery of a research and knowledge-building program
- A spreadsheet inventory of brownfield sites and GIS mapping

Contractual/Consultant Activities

- ***Task RP307.005.25 : FY 2025 Complete Streets Conceptualization Pilot***

Project Manager: Peter W. Bilton

Schedule: Three Fiscal Year Effort

Description

Municipalities in our region continue to face challenges advancing projects that address the multiple community goals embodied in the Complete Streets approach, such as pedestrian and bicyclist safety, transit accessibility, economic development, freight mobility, and green stormwater management.

The Complete Streets Conceptualization Pilot will provide consultant-supported planning and project development assistance to advance a local Complete Streets project. The Pilot will prioritize the selection of a community that scores high on the NJTPA Equity Analysis Tool or is otherwise identified as an underserved or disadvantaged community. Work is expected to include public input, development and evaluation of alternatives, identification of project fatal flaws and evaluation of design constraints related to environmental, right-of-way, and cost.

The outcome of the study will be a transportation project that addresses community and regional goals regarding safety, accessibility, equitable access to employment and other destinations, access to public transportation, and reduction of single-occupancy vehicle trips. The study will also advise on potential funding and grant opportunities to implement the project.

Additionally, this study will develop guidelines to institutionalize a Complete Streets Conceptualization Program including project identification, prioritization and selection, the

specific steps to complete the process, and final deliverables. Projects are expected to be sourced from NJTPA-sponsored planning efforts such as Subregional Studies, Complete Streets Technical Assistance, Planning for Emerging Centers, and PRIME.

Products

- Data collection and analysis
- Interim reports
- Guidelines for a Complete Streets Conceptualization Program

Project Cost

Task Id	Task Activity	Budget Line Item	Total
RP307	Livable Communities Planning	Central Staff	\$359,675
RP307.002.25	FY 2025 Vibrant Communities Initiative	Subrecipient	\$275,000
RP307.005.25	FY 2025 Complete Streets Conceptualization Pilot	Consultant	\$500,000

Freight Planning

Task FP401 FREIGHT PLANNING AND COORDINATION

Task Leader: Jakub Rowinski

Goals

This task aims to foster collaboration between the public and private sectors to address the needs and mitigate the impact of goods movement in the region. This effort is guided by the Freight Initiatives Committee (FIC) and includes outreach with subregions, NJDOT, NJ TRANSIT, PANYNJ and with the private sector.

Description

Northern New Jersey is the center of freight distribution for the northeastern United States and is one of the most significant concentrations of freight operations and activities in Northern America. The NJTPA region is home to the largest seaport on the East Coast, a large international airport and extensive warehousing and distribution centers. Goods movement is essential to the well being of the state's citizens and economy. This task allows for intra-agency coordination to ensure the needs of shippers and the goods movement industry are reflected in all NJTPA planning efforts, and that goods movement planning also reflects NJTPA's goals for sustainable communities, livability, transportation choices and economic competitiveness. Freight planning work considers federal policies and investment, especially with regard to the update to the Long Range Transportation Plan. This task provides for comprehensive outreach with the NJTPA subregions, NJDOT, NJ TRANSIT, PANYNJ and with the private sector, to identify and address the region's goods movement needs. It builds on previous coordination with statewide and regional initiatives, including continued coordination with neighboring metropolitan planning organizations (MPOs). The FIC guides this work. Additional activities in this task include follow up on previous NJTPA efforts and will recommend, specify, and where appropriate, pursue implementation of solutions to problems and opportunities identified in previous and ongoing NJTPA studies on issues such as the truck parking shortage, impediments to national standard rail freight access, the growing cargo movements at the Port, truck traffic management, potential maritime highway operations, and rail grade crossing improvements.

Continuing Long-term Task Activities

- Serve as NJTPA freight subject matter experts on technical advisory committees, intra-agency studies and other partner agency and subregional efforts impacting the NJTPA region. Coordinate with subregions, partner agencies, other MPOs, the private sector and internally on freight performance measures. Continue outreach activities such as participating in relevant regional planning events, subregional meetings and field visits, and meetings of other MPO freight committees, private sector businesses and organizations, and state and national freight committees.
- Manage Freight Concept Development Program.
- Continue truck parking initiatives including efforts to address truck parking needs and solutions in collaboration with regional partners.
- Provide technical support to the FIC, including regular briefings for the committee chair and vice chair on staff activities and freight issues of regional significance. Work with the chair and vice chair to develop meeting agendas, arrange for speakers and coordinate with Committee Support (25/702).
- Continue work with NJDOT, NJ TRANSIT, partner agencies and the private sector on advancing the Freight Rail Industrial Opportunities (FRIO) Corridors program and supporting the activities of the NJDOT Freight Advisory Committee.

- Develop and/or disseminate relevant information on important issues concerning goods movement to Central Staff and subregions. Update the freight section of the NJTPA website. Work with GIS, Data Resources and Planning Tools (25/206) to maintain the Freight Activity Locator. Work with other Planning Department divisions, including Applications, Software, and Database Development (25/802) to update issues and strategies and add the rail freight module and other enhancements to the Goods Movement Strategies for Communities Tool.

Continuing Short-term Task Activities

- 2050 Freight Industry Level Forecasts Update (June 2025)

New Task Activities

- FY2025 Freight Concept Development Program Studies (June 2027)

Key Deliverables

- Agendas and content for FIC meetings.
- FY2025 Freight Concept Development Program Studies Kickoff.
- 2050 Freight Industry Level Forecasts Update Study Final Report and Deliverables.
- Updated Freight Activity Locator Hub Site.

Contractual/Consultant Activities

- ***Task FP401.001.25 : FY 2025 Freight Concept Development Studies***

Project Manager: Jakub Rowinski

Schedule: Three Fiscal Year Effort

Description

This consultant activity will advance up to two new projects through NJTPA's Freight Concept Development Program. This phase of work includes the creation of a Purpose and Need Statement, development and assessment of alternatives, selection of a Preliminary Preferred Alternative (PPA) and NEPA classification.

Products

- Purpose and Need Statement.
- Development and Assessment of Alternatives.
- Selection of Preliminary Preferred Alternative (PPA).
- NEPA Classification.
- Concept Development Report.

Project Cost

Task Id	Task Activity	Budget Line Item	Total
FP401	Freight Planning and Coordination	Central Staff	\$641,319
FP401.001.25	FY 2025 Freight Concept Development Studies	Consultant	\$1,500,000

Capital Programming

Task CP501 TRANSPORTATION IMPROVEMENT PROGRAM

Task Leader: Vanessa Koenigkramer

Goals

To improve the region's surface transportation network by developing a financially constrained, multi-modal, multi-year Transportation Improvement Program (TIP) and Study and Development (S&D) Program that advance the goals of the NJTPA's performance-based Long Range Transportation Plan (LRTP) and securing the financial resources to implement the programs. This task also aims to enhance the partnership with other agencies and the public through the NJTPA's regular Board and standing committee meetings and by disseminating information online about the NJTPA's investment and planning decisions.

Description

This task provides for transportation financial planning, capital programming and TIP management for the NJTPA region. This task involves monitoring the status and progress of the region's transportation investments and administering modifications to the program. Central Staff works with state, regional, and federal planning partners to identify financial resources available from public and private sources to implement a fiscally constrained TIP and LRTP, which also complements the Statewide Transportation Improvement Program (STIP).

Capital programming staff coordinates with the NJTPA Systems Planning Division regarding performance-based planning and programming (PBPP) processes, the Regional Capital Investment Strategy (RCIS), project prioritization and scoring criteria, congestion management, and air quality conformity in the development and maintenance of the regional TIP to ensure equitable access to a safe, resilient and reliable transportation system. Capital programming staff assists the Regional Planning Division in the development of the LRTP and to advance recommendations from subregional studies into the S&D program. The TIP is updated every two years; NJTPA board of Trustees adopted the current FY 2024-2027 TIP and FY 2024 S&D program in September 2023, which is posted on its website at [https://njtpa.org/Projects-Programs/Transportation-Improvement-Program-\(TIP\)/Current-TIP.aspx](https://njtpa.org/Projects-Programs/Transportation-Improvement-Program-(TIP)/Current-TIP.aspx). As part of TIP project intake, Central Staff participates in NJDOT's Capital Programming Committee (CPC) and Capital Program Screening Committee (CPSC) meetings and serves as liaison with Systems Planning and RTAC on NJTPA findings of related studies and project concerns.

TIP management consists of three core subtasks: (1) TIP revisions based on an approved Memorandum of Understanding (MOU) among NJDOT, NJ TRANSIT, and the NJTPA; (2) reporting functions (including online project information) to keep Board members and the public apprised of project status; and (3) year-end obligation reporting. Staff uses the eSTIP application for coordinating revisions of the TIP with its partner agencies. In addition to communicating the TIP and capital programming process with its Board members, stakeholders, and the public, Central Staff is responsible for maintaining the NJTPA Online Transportation Information System (NOTIS, [https://www.njtpa.org/Projects-Programs/Transportation-Improvement-Program-\(TIP\)/Project-Tracker-\(NOTIS\).aspx](https://www.njtpa.org/Projects-Programs/Transportation-Improvement-Program-(TIP)/Project-Tracker-(NOTIS).aspx)), which serves as a comprehensive project monitoring and reporting system to help the NJTPA manage and analyze the TIP, and share project data with internal and external parties, including the public.

Continuing Long-term Task Activities

- Develop the bi-annual TIP and appendices; this includes developing the project pool at both a regional and subregional level for review, scoring new projects, negotiating the draft Transportation Capital Program (TCP), assessing and reporting system performance as per recommendations of the Federal Certification Review, engaging the public in the TIP development process, preparing and distributing the TIP documents for review, and preparing the S&D Program.
- Maintain coordination with federal agency representatives on changes in federal transportation planning and programming requirements and prepare self-certification documents in accordance with 23 CFR § 450.336, concurrent with the submission of the TIP.
- Analyze and prepare required documentation to initiate TIP amendments and modifications, consistent with federal regulations and procedures set forth in the MOU. Update the TIP appendix on performance measures, targets, and goals. Coordinate changes with NJDOT for inclusion in the eSTIP. Update the NJTPA website as needed with all changes. Prepare the annual listing of TIP modifications and amendment summary report.
- Track and report progress of TIP projects and programs and S&D projects on a monthly and quarterly basis and post the status on NOTIS. Respond to internal/external project-related requests for information, such as funding updates/project completion status. Track disposition of problem statements and provide a report on status, as needed.
- Participate in the NJDOT CPSC and CPC meetings. Prepare region specific documentation of the requested changes to project schedules and/or funding and advise the affected subregion of pending NJDOT actions. Submit comment forms to NJDOT and address feedback from the NJTPA and local agencies at the relevant CPSC and CPC meetings.
- Produce year-end obligation report of annual TIP elements. Evaluate the TIP relative to planned project costs versus actual federal funding authorizations and alignment with the RCIS.
- Collaborate with NJDOT and subregions in developing financial plans and annual updates for projects with costs over \$100 million in federal funding, as needed. Provide initial financial plans to the NJTPA Board and annual financial plan updates to the Project Prioritization Committee for approval.
- Continue to refine NJTPA's project prioritization and selection process, ensuring that the NJTPA criteria meets federal regulations and aligns with performance targets. Maintain accurate data for project selection criteria and update scoring criteria, as needed.
- Investigate innovative financing techniques and federal regulations resulting from the IJA and state policies, particularly as they pertain to capital programming. Assess local funding opportunities and assist with planning and programming efforts for new federal funding programs and competitive grants, as needed, to ensure planning priorities and regional needs are met.
- Collaborate and provide capital programming support and other TIP-related activities on performance measures (Task SP201), RCIS (Task SP201), air quality planning (Task SP205), PRIME (Task SP203), LRTP (Task RP301), and other ongoing programs.
- Continue to coordinate and meet with Eastern Federal Lands Highway Division during TIP Development. Look for opportunities for further collaboration in the programming process.

Continuing Short-term Task Activities

- Project Prioritization Criteria Development and Scoring Update (June 2026).

New Task Activities

- Development of the Draft FY 2026 TIP (June 2025).
- Collaboration and capital programming support on the update of LRTP and air quality conformity determination (June 2025).

Key Deliverables

- FY 2026 draft TIP, including self-certification documents.
- FY 2026 draft S&D Program.
- TIP modifications and amendments.
- Updated NOTIS website with TIP and S&D project status, and Congressional District reports.
- Year-end obligation report of annual TIP element.
- Approved financial plans for federally funded projects with costs over \$100 million, as needed.

Project Cost

Task Id	Task Activity	Budget Line Item	Total
CP501	Transportation Improvement Program	Central Staff	\$1,057,720

Local Project Development

Task LP601 LOCAL CAPITAL PROJECT DELIVERY PROGRAM

Task Leader: Sarbjit Kahlon

Goals

The NJTPA assists member subregions in carrying out specific transportation planning activities that help advance goals, objectives, principles, plans and projects as set forth in the Long Range Transportation Plan (LRTP). The Local Capital Project Delivery Program (LCPD) will help advance the mission of the NJTPA by linking transportation planning with environmental planning by following the Planning and Environmental Linkages (PEL) approach. This will lead to designing better projects while avoiding and minimizing impacts on natural resources.

Description

The LRTP identifies several principles that govern NJTPA's approach to regional transportation planning. These principles include giving the highest funding priority to maintaining and repairing existing infrastructure. The LCPD Program allows subregions to advance local "fix it first" type projects through the NJDOT/FHWA project delivery process. Sponsors will identify problems and needs within their respective subregions and if selected, would have an opportunity to develop projects through the project delivery process. Additional information on the LCPD Program is provided on the NJTPA's website at <https://www.njtpa.org/lcpd.aspx>

Continuing Long-term Task Activities

- Overseeing all projects in the LCPD Program to ensure they remain on schedule, and within scope and budget in various phases of project development.

Continuing Short-term Task Activities

- Completing all Local Concept Development (LCD) project deliverables, including: project purpose and need statements, reasonable alternatives and strategies that address the purpose and need, selection of a preliminary preferred alternative (PPA) and NEPA classification. (June 2025)
- Coordinating with consultants and subregions to complete all Local Preliminary Engineering (LPE) deliverables, including: performing engineering tasks and technical environmental studies in order to obtain formal community consensus (through public meetings) of the study; the approval of the environmental document (NEPA document) from FHWA; agency consultation and concept level mapping and design; and developing property acquisition and project cost estimates for future phases of work. (June 2025)
- Monitoring local Transportation Trust Fund money as projects advance through the project delivery process. (June 2025)
- Advancing former Local Scoping Program projects through the project delivery process. (June 2025)
- Quarterly status reports for LCD and LPE projects. (June 2025)
- Integrating the Online Interagency Planning Management System (OIPMS) project management tool for all local programs with NOTIS. (June 2025)

New Task Activities

- FY 2026 solicitation of the LCPD program to the subregions and their municipalities. Central staff will coordinate this activity with NJTPA subregional and municipal engineers. Update of LCPD manual and solicitation materials including application by staff. (June 2025)

Key Deliverables

- Project status reports and programmatic financial reports for all active projects in the LCPD program.
- Updated manual, solicitation materials and workshop for FY 2026

Project Cost

Task Id	Task Activity	Budget Line Item	Total
LP601	Local Capital Project Delivery Program	Central Staff	\$513,852

Task LP602 LOCAL SAFETY PROGRAMS

Task Leader: Christine Mittman

Goals

Enhancing travel safety is critical to the NJTPA's mission to meet the travel needs of the regions residents. Through the Regional Capital Investment Strategy, the Board of Trustees stated that safety investments should increase in future investment plans. The Board has demonstrated its leadership in planning and programming new safety improvements that address some of the region's most pressing safety needs.

Description

This task helps to further NJTPA's goal of maintaining a safe and reliable transportation system in a state of good repair. The programs under this task support many of the guiding principles in the Long Range Transportation Plan, by making travel safer and more secure, maintaining and repairing existing infrastructure, improving existing roads, applying new transportation technologies and supporting walking and bicycling. These programs are aligned with several of the objectives of FHWA's Safe Systems Approach goal of reducing roadway fatalities and serious injuries in the NJTPA region.

Local Safety Program (LSP) and High Risk Rural Roads Program (HRRRP): Since 2005 and 2009, respectively, these two programs have been providing FHWA Highway Safety Improvement Program (HSIP) funds for the construction of safety improvements on county and local roads. Both programs prioritize corridors and intersections utilizing high crash network screening lists provided by NJDOT. Solicitation for these programs is biennial and follow the Consultant Assistance with Studies/Analyses Program.

Consultant Assistance with Studies Analyses Program (CASA): This effort began in 2019 and will continue as a biennial consultant effort utilizing FHWA Planning Funds (STBGP) to assist subregions in developing and evaluating potential safety improvements to meet the requirements of the LSP/HRRRP application. The assistance includes crash analysis, traffic data collection, signal warrant analysis, lighting analysis, conceptual layouts, construction costs estimates, evaluation of potential ROW impacts, Highway Safety Manual calculations, cost benefit analysis, etc.

Local Safety Engineering Assistance Program (LSEAP): This effort began in 2013 and will continue as a biennial multiple consultant effort utilizing HSIP funds. It follows the LSP/HRRRP solicitation and selection of projects and NJTPA Board approval for the program. Multiple consultants are utilized to advance LSP/HRRRP projects through the PE, FD and ROW phases of the federal project development pipeline to reach construction authorization. Staff will continue to take the lead in contract administration while project sponsors are the technical leads in the preparation of final plans, specifications and cost estimates (PSEs documents) for construction authorization.

Road Safety Audits (RSA): These audits have been conducted in the NJTPA region since 2010. While NJDOT Bureau of Safety, Bicycle & Pedestrian Programs leads this consultant effort, NJTPA staff work with subregions to select locations and assist with the field audit. The recommendations from RSAs are used to develop LSP applications. Road safety audits will also be piloted in the FY 2024 CASA.

Systemic Improvements to Horizontal Curve Advisory Speed Signs: NJDOT's consultant completed the Regional Curve Inventory and Safety Assessment for the NJTPA region. A curve advisory speed reports have been created for each county which identify all curves on county and municipal roadways (functional classification of collector or higher) where advisory speed signs are required or recommended. This consultant effort utilizing HSIP funds was approved in the FY 2024 UPWP and will continue through FY 2026. Consultants will assist participating subregions with the analysis of curve reports to determine the presence/absence of existing advisory speed signs in the PE phase. PSE packages will be developed in the FD phase for construction authorization for new sign installations.

Pedestrian Lighting Analysis, Parking Analysis, Intersection Control Evaluation and Pedestrian Count Updates: This is a new pilot for FY 2025 and will be a three-part consultant effort:

- **Pedestrian Lighting Analysis**

Nighttime fatality rate is three times the daytime rate because only 25 percent of vehicle miles traveled (VMT) occur at night. The consultant will use the FHWA guidance including the FHWA Lighting Handbook (2023) (FHWA Lighting Handbook (dot.gov)). Staff will work with the subregions to select 26 locations for analysis under this pilot effort based on nighttime crashes and high crash network screening lists involving pedestrians. Lighting reports will be prepared for each location which can be used to advance LSP applications. Recommendations will be sensitive to the surrounding area's architecture and/or streetscape plans and will minimize ambient light pollution where possible. The consultant will also develop a template document to be used for future evaluations.

- **Intersection Control Evaluations**

Intersections represent one-quarter of all traffic fatalities and one-half of all traffic injuries. FHWA describes the Intersection Control Evaluation (ICE) as a performance-based approach that can be used to screen alternatives and identify optimal geometric and control solutions for an intersection. Staff will work with subregions to select 15 locations for evaluation under this pilot effort based on fatal and suspected serious crashes and high crash network screening lists for intersections. There is an ICE action item (I.A.1.d) in the Strategic Highway Safety Plan currently underway for the development of a standard checklist to conduct these evaluations. PennDOT has also created an ICE form. For SHSP action item 1.A.3.a, F&SSI crashes at intersections by control type on county and municipal roadways have been mapped for the ArcGIS and NJTPA's SHSP Data Viewer.

- **Updates to Pedestrian Counts**

The Pedestrian Counts effort completed under the FY 2021 UPWP recommended conducting counts annually at several select locations, which helps to provide calibration factors and context for variations over the years. The effort also identified several other desired locations to perform future

counts. Though count locations continue to be performed as part of CASA and the LSEAP, there is no set-aside funding to collect counts not associated with Local Safety projects. Up to 100 locations will be selected for this effort.

Continuing Long-term Task Activities

- Daily oversight of the entire portfolio of safety programs (CASA, LSP/HRRRP, LSEAP, RSAs) including programmatic updates, budget development and changes, consultant oversight, support to NJDOT with the Annual Safety Report and other efforts related to improving efficiency of the programs.

Continuing Short-term Task Activities

- FY 2024 Consultant Assistance with LSP Studies and Analyses (CASA): Oversight of the consultant assisting the Subregions with preparing more comprehensive applications for the FY 2025 LSP/HRRRP. (June 2025)
- FY 2025 LSP/HRRRP: Solicitation of applications, TRC review, Board approval of the program (May 2025)
- FY 2016-2017 LSEAP: Oversight of the four consultants advancing 4 remaining projects in this program through the Final Design (FD) and Right of Way (ROW) phases of the project development process to achieve federal authorization for construction (December 2024)
- FY 2018 LSEAP: Oversight of three consultants advancing 10 projects through FD and ROW phases of the project development process to achieve federal authorization for construction (December 2026)
- FY 2020 LSEAP: Oversight of four consultants advancing 14 projects through the PE phase, CED approval, FD and ROW phases (December 2028)
- FY 2024 LSEAP: Oversight of five consultants advancing 18 projects through the PE phase, CED approval, FD and ROW phases (December 2030)
- Support NJDOT efforts in implementing the SHSP including periodic updates to the NJTPA SHSP Data Viewer (June 2026)
- Systemic Improvements to Horizontal Curve Advisory Speed Signs: Selection of one consultant and oversight in the development of PSEs utilizing federal funding to achieve construction authorization for the installation of MUTCD compliant travel speed advisory signs (December 2026)

New Task Activities

- New consultant effort including: Pilot Systemic Pedestrian Lighting Analysis, Intersection Control Evaluation, and Updates to the Pedestrian Counts Program (December 2027)

Key Deliverables

- Lighting Analysis report for each of the 26 pilot intersections

- Intersection Control Evaluation for 15 pilot locations (evaluation format to be developed by the consultant as part of the pilot effort).
- Pedestrian counts for up to 100 locations to be added to the existing pedestrian count database
- Construction authorizations for projects in FY 2016-2017, FY 2018, FY 2020, FY 2024 LSEAP
- Board Approval of the FY 2025 LSP/HRRRP

Contractual/Consultant Activities

- ***Task LP602.003.25 : Safety Assessments and Pedestrian Count Update***

Project Manager: Christine Mittman

Schedule: Three Fiscal Year Effort

Description

- Pedestrian Lighting Analysis

The nighttime fatality rate is three times the daytime rate because only 25 percent of vehicle miles traveled (VMT) occur at night. The consultant will use the FHWA guidance including the FHWA Lighting Handbook (2012) (4 Analysis for Lighting Needs | FHWA (dot.gov)). Staff will work with the subregions to select 26 locations for analysis under this pilot effort based on nighttime crashes and high crash network screening lists involving pedestrians. Lighting reports will be prepared for each location which can be used to advance LSP applications. Recommendations will be sensitive to the surrounding area's architecture and/or streetscape plans and will minimize ambient light pollution where possible. The consultant will also develop a template document to be used for future evaluations.

- Intersection Control Evaluations

Intersections represent one-quarter of all traffic fatalities and one-half of all traffic injuries. FHWA describes the Intersection Control Evaluation as a performance-based approach that can be used to screen alternatives and identify optimal geometric and control solutions for an intersection. Staff will work with the subregions to select 15 locations for evaluation under this pilot effort based on fatal and suspected serious crashes and high crash network screening lists for intersections. There is an Intersection Control Evaluation action item (I.A.1.d) in the Strategic Highway Safety Plan currently underway for the development of a standard checklist to conduct these evaluations. PennDOT has also created an Intersection Control Evaluation form. For SHSP action item 1.A.3.a, F&SSI crashes at intersections by control type on county and municipal roadways have been mapped for the ArcGIS and NJTPA's SHSP Data Viewer.

- Updates to Pedestrian Counts

The Pedestrian Counts effort completed under the FY 2021 UPWP recommended conducting counts annually at several select locations, which helps to provide calibration factors and context for variations over the years. The effort also identified several other desired locations to perform future counts. Though count locations continue to be performed as part of CASA and the LSEAP, there is no set-aside funding to collect counts not associated with Local Safety projects. Up to 100 locations will be selected for this effort.

Products

- Lighting Analysis report for each of the 26 pilot intersections

- Intersection Control Evaluation for 15 pilot locations (evaluation format to be developed by the consultant as part of the pilot effort)
- Pedestrian counts for up to 100 locations to be added to the existing pedestrian count database

Project Cost

Task Id	Task Activity	Budget Line Item	Total
LP602	Local Safety Programs	Central Staff	\$915,866
LP602.003.25	Safety Assessments and Pedestrian Count Update	Consultant	\$1,000,000

Task LP603 TRANSPORTATION ALTERNATIVES AND SAFE ROUTES TO SCHOOL

Task Leader: Sascha Frimpong

Goals

The NJTPA assists member subregions in carrying out specific non-traditional transportation planning activities that also help accomplish the goals, objectives, principles, policies, plans and projects set forth in the Long Range Transportation Plan. The Transportation Alternatives Program (TAP), Regional Transportation Alternatives Program (RTAP) and the Safe Routes to School (SRTS) Program help advance the mission of the NJTPA by providing funding to the subregions for non-motorized transportation and enhancement projects, thereby linking transportation planning with environmental protection and quality of life goals for the region. The RTAP advances projects eligible for TAP with construction costs greater than \$1 million dollars. The SRTS Program focuses on encouraging children to walk and bicycle to school.

Description

The TAP Program has seven funding categories: On- and off-road trail facilities; Abandoned railroad corridors for trails; Turnouts, overlooks and viewing areas; Preservation of historic transportation facilities; Community improvement activities; Environmental mitigation; and Reduction of vehicle-caused wildlife mortality. NJDOT sub allocates 50 percent of its TAP funds, which are proportionately split among the three MPOs. NJTPA will continue to partner with NJDOT on the solicitation process, including sitting on the statewide technical review committee, which short lists applications for recommendation to the NJDOT Commissioner. The RTAP is no longer accepting applications but still has active projects. These projects are expected to conclude in FY 2026. Additional information about these programs can be found at <https://www.njtpa.org/Projects-Programs/Local-Programs/Transportation-Alternatives>. The SRTS Program funds infrastructure projects including planning, design and construction or installation of sidewalks, crosswalks, signals, traffic calming and bicycle facilities. Projects must also be located within two miles of a school K-8, though for the FY24 SRTS round, 9-12 schools are also eligible.

Continuing Long-term Task Activities

- Continued coordination with NJDOT to monitor programmatic changes and project implementation on the TAP, RTAP and SRTS programs.

Continuing Short-term Task Activities

- Monitor RTAP projects in the NJTPA region. This includes attending all project status meetings and working with subregional project managers to troubleshoot issues as they arise. (June 2025)
- Continue serving on the Technical Advisory Committee for the TAP and SRTS programs. (June 2025)
- Staff will assist with reviewing and selecting applications for an anticipated TAP FY25 solicitation (May 2025).

New Task Activities

- Attendance at NJDOT-hosted pre-application meetings for upcoming SRTS and TAP applications (June 2025).

Key Deliverables

- Status of active projects updated in OIPMS which will produce project status reports as needed.
- List of new projects.

Project Cost

Task Id	Task Activity	Budget Line Item	Total
LP603	Transportation Alternatives and Safe Routes to School	Central Staff	\$75,670

Public and External Affairs

Task PA701 PUBLIC INVOLVEMENT/OUTREACH

Task Leader: Melissa Hayes
Mark Solof

Goals

Raise awareness of the NJTPA by informing the public, elected officials, regional stakeholders and others about agency activities and providing them with various opportunities for meaningful participation in the metropolitan planning process.

Description

Staff will work to engage the public and stakeholders through public meetings, special events, outreach activities, NJTPA attendance at relevant conferences, publications, the NJTPA website and social media, among other activities. This task includes continuing a FY 2024 consultant effort to conduct outreach for the LRTP update. This task also includes implementing innovative approaches to communications and outreach; continued promotion of the NJTPA's highly successful Street Smart NJ pedestrian safety program; and coordination with Tribal Nations on NJTPA projects and programs. In all these activities, the NJTPA will actively encourage participation by low-income and minority communities that have been traditionally underserved by the transportation planning process.

Continuing Long-term Task Activities

- Coordinating with the Tribal Nations and other Federal Land Management Agencies, as required by FHWA.
- Improving engagement with underserved communities including low income and minority communities, younger/older residents and others, as part of the transportation planning process.
- Supporting transportation planning work by editing documents; preparing publications, videos and other educational materials; updating the InTransition online magazine; and maintaining a photo library and other resources
- Evaluating progress of public outreach and participation through objective measures such as website traffic, media mentions, social media followers, etc.
- Educating and involving the public, elected officials, and regional stakeholders in the planning process, in accordance with the NJTPA Public Engagement Plan.
- Coordinating Street Smart NJ pedestrian safety campaigns and refining strategies based on ongoing evaluations.
- Maintaining social media accounts and the website.

Continuing Short-term Task Activities

- Symposia related to long-range plan development. (June 2025)
- Overseeing FY 2024 LRTP Outreach contractual effort. (June 2025)

Key Deliverables

- Articles for InTransition online magazine website.

- NJTPA Update blog posts on the website, compiled and distributed periodically via the e-list.
- Videos on transportation issues and the metropolitan planning process.

Contractual/Consultant Activities

- ***Task PA701.001.25 : FY 2025 Innovative Public Engagement***

Project Manager: Ted Ritter

Schedule: One Fiscal Year Effort

Description

Rutgers VTC will provide innovative public engagement for the LRTP Update and continue to support the UpNext North Jersey and Outreach Liaison initiatives.

Products

- Summaries of UpNext activities.
- Report on LRTP outreach initiatives.
- Report on Outreach Liaison Program activities.

Project Cost

Task Id	Task Activity	Budget Line Item	Total
PA701	Public Involvement/Outreach	Central Staff	\$1,518,592
PA701.001.25	FY 2025 Innovative Public Engagement	Subrecipient	\$100,000

Task PA702 COMMITTEE SUPPORT

Task Leader: Mark Solof

Goals

Support committee and Board meetings, which serve as the forums for deliberations and decision making by the NJTPA Board of Trustees.

Description

The meetings supported by this task are an essential function of the NJTPA, providing the forum where the Board guides regional transportation planning and makes funding allocations. This task includes the technical, clerical and logistical support necessary to accommodate meetings addressing the transportation, environmental, business and goods movement interests of the NJTPA.

Continuing Long-term Task Activities

- Arranging presentations for meetings and special events, featuring experts on transportation topics for the benefit of Board members, staff, subregions and the public (at least four during the year).

- Livestreaming Board meetings and archiving meeting videos on NJTPA YouTube channel.
- Talking points and speeches for Board members for Board meetings and events related to NJTPA projects and programs.
- Supporting committees/forums developed as a result of the updated Public Engagement Plan.
- Logistical support for all NJTPA Board meetings, standing committee meetings and meetings including development and distribution of agendas, supporting documents (resolutions, policy papers, etc.) and meeting minutes; and ongoing administrative support.

Key Deliverables

- Fact sheets about projects and programs for NJTPA Board members. (as needed)
- Meeting agendas, supporting documents and minutes.

Project Cost

Task Id	Task Activity	Budget Line Item	Total
PA702	Committee Support	Central Staff	\$433,490

Task PA703 INTERAGENCY COLLABORATION AND EXTERNAL AFFAIRS

Task Leader: Melissa Hayes

Goals

Coordinating work, sharing information and collaborating with neighboring metropolitan planning organizations (MPOs), other agencies, commissions, national organizations, elected officials and policymakers, while also informing NJTPA Board members and staff, as well as the public, about legislative and policy issues affecting the work of the NJTPA.

Description

This task is an ongoing activity to inform NJTPA Trustees, RTAC members and Central Staff on key federal and state legislative, regulatory, policy and funding developments and to inform federal and state legislators and policymakers about the NJTPA’s work and activities. It also involves research and reporting on best practices of MPOs and other organizations nationwide relevant to the work of NJTPA and guiding its strategic directions. This task includes regional coordination with neighboring MPOs and other relevant agencies/commissions.

Continuing Long-term Task Activities

- Communicating with the New Jersey Legislature, staff of the New Jersey Congressional delegation, New Jersey Office of Planning Advocacy, Association of Metropolitan Planning Organizations (AMPO), National Association of Regional Councils (NARC), and other groups to provide additional context and information to staff and the Board on relevant developments.
- Coordinating with neighboring MPOs, particularly through the MAP Forum and the Central Jersey Transportation Forum, as well as other agencies and commissions, planning partners, nonprofit organizations, etc.

- Researching and monitoring MPO policies and best practices from around the country that are applicable to the NJTPA planning process. Insights from these activities become the basis for updating strategic directions guiding the NJTPA Board and will be incorporated as appropriate into the annual UPWP.
- Monitoring development of federal and state regulations and offering input when appropriate. This includes staff coordination with other MPOs and regional bodies through AMPO and NARC.
- Monitoring regulatory and policy developments related to federal transportation authorization, and providing information to executive level staff and Board members on key issues.
- Reports, resolutions, and related materials for use by Central Staff, the Board of Trustees and committees.
- Presentations on federal and state issues to NJTPA Board members.
- Assisting with maintenance of MAP Forum website.

Key Deliverables

- Policy research/reports for Board members and federal and state lawmakers. (as needed)

Project Cost

Task Id	Task Activity	Budget Line Item	Total
PA703	Interagency Collaboration and Expternal Affairs	Central Staff	\$313,074

Information Systems

Task IS801 INFORMATION SYSTEMS SUPPORT AND DEVELOPMENT

Task Leader: Chris Roche

Goals

This task supports the mission of the NJTPA by developing and maintaining the agency's technological foundation and leveraging information technology to support regional transportation planning. This foundation is the platform, medium and tools by and through which our technical and informational resources are developed and disseminated to the people of northern New Jersey.

Description

This task provides the technological foundation and information technology solutions for the NJTPA's entire work program. NJTPA information systems are comprised of a networked infrastructure of multiple servers, switches, security and network appliances, routers, printers, staff workstations, and phone services. This task includes developing and administering this infrastructure including communications systems, cloud services, storage area networking, virtualization services, databases, data archival, messaging, VPN, web applications, SAP Enterprise Resource Planning (ERP), EGIS, videoconferencing and web streaming services. This task includes end-user technical support to Central Staff and subregions, including audio/video equipment and teleconferencing/webinar maintenance. This task proactively evaluates and implements new technologies that further the goals as outlined by the LRTP. Hardware, software, and services for agency and subregional deployment will be assessed for compatibility with existing systems and software. This task will provide support and development of the agency's software as a service platforms and enterprise systems, including EGIS and the Microsoft 365. Cybersecurity and disaster recovery measures will continue to be implemented and maintained to ensure that the NJTPA's IT system support and data will survive either manmade or natural disaster and provide high availability of agency resources. This includes offsite data center maintenance and administration.

Continuing Long-term Task Activities

- Development and administration of IT services, infrastructure, and security
- Research and procurement of software and hardware for Central Staff
- Maintenance of software licensing and compliance
- Maintenance of IT governance guidelines and procedures
- Provide Central Staff and subregional technical support including end user, technical, application, telephone system maintenance and support as well as individual workstation updates, maintenance and monitoring
- Support and development of video conferencing, streaming, recording and broadcasting solutions. NJTPA meeting/webinar hosting, streaming, and video production
- Support and development of Microsoft 365 services
- Support of the content management system and agency websites
- IT asset inventory and auditing
- Maintenance, monitoring and development of agency off-site resources

Continuing Short-term Task Activities

- NJTPA cybersecurity tools/services/hardware development. (June 2025)

Key Deliverables

- IT capital assets inventory

Project Cost

Task Id	Task Activity	Budget Line Item	Total
IS801	Information Systems Support and Development	Central Staff	\$584,521

Task IS802 APPLICATIONS, SOFTWARE, AND DATABASE DEVELOPMENT

Task Leader: Kaitlynn Davis

Goals

This task provides programming solutions and develops software tools for Central Staff, subregions, and other partner agencies. This task evaluates, recommends, and designs custom software solutions to address communication, data sharing, reporting and workflow needs to provide insights and analysis to meet the goals outlined in the Long Range Transportation Plan. This task also supports and enhances current applications including reporting, data visualization, process automation, and project information systems.

Description

This task provides programming solutions and software tools for the Central Staff, subregions, and other partner agencies. These solutions and software tools will address Central Staff and subregional reporting, data analysis, communications, collaboration, and workflow needs. This task will also provide recommendations, guidance, and training to promote emerging technology solutions and end-user best practices. This task develops client-facing applications, databases and back-end systems to support internal operations, partner agency collaboration and constituent engagement. In addition to newly-developed products, this task supports and enhances existing solutions including the UPWP grant management system, SAP/ERP system, and subregional Cost Tracking System. SAP ERP system is utilized for the Agency’s time entry and leave requests, UPWP Task Activity financial reporting and grant management. Planning applications that interface with agency data repositories will be maintained and updated. Primary components of NJTPA’s grant management system include a web-based UPWP reporting platform and a SAP Enterprise Resource Planning (ERP) financial management system, which include a data warehouse and data analytics, reporting, and dashboard tools. Programming for the agency's software as a service platforms and enterprise systems is included in this task. Applicable platforms include the agency's EGIS and the SharePoint staff collaboration portal.

Continuing Long-term Task Activities

- Maintain internal custom web applications (PRIME, OIPMS, Goods Movement, Engage!, NOTIS, TIP Database and Archival Solution, and others).
- Provide technical training and support to central staff and subregions as needed
- Maintain inventories of in-house applications, databases and software services.

- Maintain the UPWP Grant Management System and SAP ERP system
- Enhance and further develop the SAP ERP financial management system, including its data analytics, reporting and dashboard tools.
- Develop dashboards and reports using data from multiple sources (Banner/SAP/CTS systems)

New Task Activities

- Develop and deploy online system for STP/SSP quarterly progress reporting (June 2025)
- Develop and deploy online system for STP/SSP work program development (June 2025)
- Task force meetings to evaluate emerging AI and data analytics tools available through vendors like Microsoft and Esri (June 2026)

Key Deliverables

- Online system for STP/SSP quarterly reporting
- Online system for STP/SSP Work program development

Contractual/Consultant Activities

- ***Task IS802.001.25 : FY 2025 UPWP Management System Support***

Project Manager: Gina Rodolico

Schedule: Two Fiscal Year Effort

Description

Consultant support of the SAP ERP system implementation will continue in FY 2025 with an emphasis on optimizing the system to generate financial reports and relevant information to inform all aspects of organizational operating decisions, and track performance and delivery of NJTPA's work program. The consultant will continue to provide maintenance of the software system, provide technical functional and basic support to refine system performance, and expand accessibility of project level data and reporting access to staff. Technical maintenance support and system configuration, maintenance, and performance monitoring will be provided to ensure: all components are secure and running efficiently, including the core system, the time entry and leave request FIORI portal, and SAP BI; exchange of information among components is running normally; backups are successfully completed; necessary upgrades are successfully installed and tested; and timely troubleshooting system runtime errors, and problem resolutions. This project will also expand the system's functionality to include components of the consultant RFP process and link RFP data to contract management transactions.

Products

- Monthly system performance and maintenance reports
- Quarterly log of SAP support service tickets to improve system functionality

- Technical specifications for report designs and functional modifications

- Annual Assessment and workplan

Project Cost

Task Id	Task Activity	Budget Line Item	Total
IS802	Applications, Software and Database Development	Central Staff	\$1,021,050
IS802.001.25	FY 2025 UPWP Management System Support	Consultant	\$325,000

APPENDIX A

PLANNING EMPHASIS AREAS AND GOALS

NJTPA 2025 UPWP
Program Area Activities - Response to Federal Emphasis Areas

NJTPA Task Association	
P	Primary Association
S	Secondary Association

UPWP Task No. and Title		Federal Emphasis Areas									
Task No.	Task Title	I	II	III	IV	V	VI	VII	VIII	IX	X
UNIFIED PLANNING WORK PROGRAM											
WP101	UPWP Administration	S	S	S	S	S	S	S	S	S	S
WP102	Grants and Contracts Administration	S	S	S	S	S	S	S			
WP103	Title VI Implementation and Reporting	S	S					P		S	
SYSTEMS PLANNING, DATA, and FORECASTING											
SP201	Performance Measures and Data	P	P	P	S	S	S	S	P	S	S
SP202	Modeling and Forecasting	P	S	S	S	S	S	S	S	S	S
SP203	Congestion Management Process	S	S	P	S	S	P	P	P	S	S
SP204	Performance Based Advancement	S		P	S	S	S	S	S	S	S
SP205	Air Quality and Conformity Analysis	P	P	P	P	P	S	S		S	
SP206	GIS, Data Resources and Planning Tools	S	P	S	S	S	S	S	P	S	
SP207	Transportation Technology for Planning and Operations	S	S	S	S	P		S	S		S
REGIONAL PLANNING											
RP301	Long Range Planning	P	P	P	P	P	P	P	S	P	S
RP302	Planning Studies				S	S	S	S	S	P	P
RP303	Safety Planning	S	P	P			S	S		S	S
RP304	Subregional Pass Through Programs	S	P	S	S	S	S	S	S	P	S
RP305	Mobility Programs	S	S		P	S		P	P	S	S
RP306	Environmental and Climate Change Programs	S	S		P	P	P				
RP307	Livable Communities Planning	P	S		P	S	S	P	P	S	S
FREIGHT PLANNING											
FP401	Freight Planning and Coordination	S	S	S	S	S	S	S	S	S	P
CAPITAL PROGRAMMING											
CP501	Transportation Improvement Program	P	P	P	P	P	P	P	P	S	P
LOCAL PROJECT DEVELOPMENT											
LP601	Local Capital Project Delivery Program	p	S	p	S	S	p	S	S	P	S
LP602	Local Safety Programs	p	S	p	S	S	p	S	S	S	S
LP603	Transportation Alternatives and Safe Routes to School	p	S	p	S	S	p	S	S	S	S
PUBLIC AND EXTERNAL AFFAIRS											
PA701	Public Involvement/Outreach	S	S	S	S	S	S	S	S	P	S
PA702	Committee Support	S	S	S	S	S	S	S	S	S	S
PA703	Interagency Collaboration & External Affairs	S	S	S	S	S	S	S	S	S	S
INFORMATION SYSTEMS											
IS801	Information Systems Support and Development	S	S	S	S	S	S	S	S	S	S
IS802	Applications, Software, and Database Development	S	S	S	S	S	S	S	S	S	S

LEGEND	
I	Continue with the Regional Models of Cooperation, and Ladders of Opportunity which were enacted under MAP-21 and the FAST Act
II	Continue with the cooperative data collection, development, and monitoring of required performance measures and targets. Data sharing and consideration among various planning partners should be incorporated into the transportation planning process as data assets have value across multiple programs
III	Continue to focus on developing projects and programs that will contribute towards the 2-year and 4-year targets set for the National Performance Measures
IV	Through transportation plans and infrastructure projects, ensure that efforts are being made to help achieve the national greenhouse gas reduction goals. Activities could include evaluating opportunities to reducing single-occupancy vehicle trips, increasing access to public transportation, and shifting to other lower emission modes of transportation
V	Incorporate Automated/Connected/Electric/Shared-use Vehicles into the planning processes. Appropriate work tasks could include identifying the barriers to and opportunities for deployment of fueling and charging infrastructure
VI	Consider the resilience of the transportation system and mitigation of stormwater impacts on surface transportation. An important step includes identifying transportation system vulnerabilities to climate change impacts and evaluating potential solutions
VII	Facilitate social and economic opportunities by providing equitable levels of access to affordable and reliable transportation options, particularly to traditionally underserved populations. There are six defined strategies outlined to advance equity and support for underserved and disadvantaged communities
VIII	Continue to enhance and build off past complete street efforts to ensure roadways are prioritizing safety, comfort, and increased access with the goal of providing an equitable and safe transportation network
IX	Continue to seek out meaningful public involvement in transportation planning by integrating Virtual Public Involvement (VPI) tools into the overall public involvement approach while ensuring continued public participation by individuals without access to computers and mobile devices
X	Coordinate with Federal Land Management Agencies to conduct continuing, comprehensive, and collaborative intermodal transportation planning that facilitates the efficient, and economic movement of people and goods

**NJTPA 2025 UPWP
Program Area Activities - Response to NJDOT MPO Transportation Priorities**

NJTPA Task Association	
P	Primary Association
S	Secondary Association

UPWP Task No. and Title		NJDOT MPO Transportation Priorities								
Task No.	Task Title	1	2	3	4	5	6	7	8	9
UNIFIED PLANNING WORK PROGRAM										
WP101	UPWP Administration	S	S	S	S	S	S	S	S	S
WP102	Grants and Contracts Administration	S	S	S	S	S	S	S	S	S
WP103	Title VI Implementation and Reporting	S		S		S	S			P
SYSTEMS PLANNING, MODELING AND DATA										
SP201	Performance Measures and Data	P	S	S	S	P	S	S		S
SP202	Modeling and Forecasting	P	S	S	S	S	S	S		S
SP203	Congestion Management Process	P	P	S	S	S	P	S		S
SP204	Performance Based Advancement	P	P	S	S	S	S	S		P
SP205	Air Quality and Conformity Analysis	P	P	P	S	S	P	P	P	P
SP206	GIS, Data Resources and Planning Tools	S	S	S	S	S	S	S	P	P
SP207	Transportation Technology for Planning and Operations	S	P	S	P	P	S	P	S	S
REGIONAL PLANNING										
RP301	Long Range Planning	P	P	P	P	P	P	P		P
RP302	Planning Studies	P	S		S		P	S		P
RP303	Safety Planning	P				P	S			P
RP304	Subregional Pass Through Programs	P	S	S	S	S	S	S	P	P
RP305	Mobility Programs	S	S		S	S	P			P
RP306	Environmental and Climate Change Programs	S			P		S			S
RP307	Livable Communities Planning	P	S	S	S	S	P			P
FREIGHT PLANNING										
FP401	Freight Planning and Coordination	P	S	P	S	S		S	S	S
CAPITAL PROGRAMMING										
CP501	Transportation Improvement Program	P	P	P	S	P	P	P	P	P
LOCAL PROJECT DEVELOPMENT										
LP601	Local Capital Project Delivery Program	S	S	S	S	P	P	S	P	P
LP602	Local Safety Programs	S	S	S	S	P	P	S	P	P
LP603	Transportation Alternatives and Safe Routes to School	S	S	S	S	P	P	S	P	P
PUBLIC AFFAIRS										
PA701	Public Involvement/Outreach	S		S		S	S		S	P
PA702	Committee Support	S		S		S				S
PA703	Interagency Collaboration & External Affairs	P	S	S	S	S	S	S	S	S
INFORMATION SYSTEMS										
IS801	Information Systems Support and Development Applications, Software, and Database	S	S	S	S	S	S	S	S	S
IS802	Development	S	S	S	S	S	S	S	S	S

LEGEND

1	Interagency Coordination	Continue to collaborate with NJDOT in meeting USDOT's legislated surface transportation requirements.
		Coordinate with NJDOT in the development and integration of performance measures and targets necessary to meet federal performance requirements for the NHS and support progress to achieve national performance goals. This includes performance-based planning and programming (PBPP) approaches in accordance with FHWA TPM requirements and the Department's TPM, asset management and long-range planning policies, procedures, practices and objectives, and performance management written procedures.
		Support NJDOT and NJ TRANSIT in the development of the Long-Range Statewide Transportation Plan (LRSTP) as part of stakeholder coordination and collaboration and assist with public involvement activities to produce a multimodal transportation plan that meets state and federal requirements.
		Work to achieve consistency with the principles of the New Jersey State Development and Redevelopment Plan.
		In partnership with the Complete Team, institutionalize an improved process for initiating mobility and freight improvements with an updated, coordinated and streamlined approach to developing and vetting problem statements.
		Implement actions to assist the NJDOT with data collection: • Continue to assist with data collection of Model Inventory of Roadway Elements (MIRE) on county and local roads. This would be done by attending meetings with NJDOT's Bureau of Transportation Data and Support to review collected data and to provide guidance on future data to be collected to meet the 2026 federal deadline.
		Continue to support greater coordination with other MPOs, NJDOT, transit agencies, TMAs and subregions in mobility and land use planning.
		Work with willing county and municipal partners for integration of transportation and land use to promote community livability and maximize the efficiency of the transportation system.
		Work with NJDOT, NJ TRANSIT and other state agencies to support the Transit Village Initiative and other efforts to encourage transit-oriented development (TOD).
		Work with NJDOT and other partners on risk management strategies for improving the resilience of transportation infrastructure against the impacts of extreme weather.

NJTPA 2025 UPWP
Program Area Activities - Response to NJDOT MPO Transportation Priorities

		<p>Work with NJDOT and Local Public agencies to establish/recommend projects that can utilize new funding opportunities in the recently enacted IJJA to minimize climate risks.</p> <p>Work with NJDOT and other partners on strategies to reduce carbon emissions from the transportation sector.</p>
2	Congestion Relief	<p>Pursue the following congestion relief strategies:</p> <ul style="list-style-type: none"> • Low-cost operational improvements at intersections, interchanges, and identified bottlenecks; and • Transportation Demand Management (TDM) to help maximize the efficiency of the existing transportation system from the demand side, encouraging greater use of alternatives to single occupant vehicles.
3	Freight Planning	<p>Improve New Jersey's multimodal freight network and hubs for more efficient access and improved system performance.</p> <p>Implement the 2023 Statewide Freight Plan, including programs and projects highlighted in the Next Steps: Priorities, Actions, and Performance Measures section of the plan.</p> <p>Continue to plan for and grow the state's Marine Highway Program facilitating interaction and partnership with stakeholders and industry partners.</p> <p>Encourage opportunities for modal shift from trucks to barge and rail where practical.</p> <p>Continue to champion truck parking improvements throughout the state through dialogue with MPO partners and industry stakeholders (trucking, real estate, manufacturing, etc.).</p> <p>Implement a Statewide Truck Parking Study to investigate truck parking challenges in New Jersey, consider input from stakeholders and develop practical and cost-effective solutions, strategies, and policies.</p> <p>Advance rail freight projects, connectivity solutions, and planning initiatives in New Jersey, including:</p> <ul style="list-style-type: none"> • Providing an efficient, and effective rail freight system in the State of New Jersey through the provision of financial assistance to preserve, rehabilitate, and enhance rail freight facilities. • Systematic freight rail improvements in North Jersey such as 286k, plate F, shared service, port-rail connectivity issues and for site-specific line impediments. • Planning for an enhanced regional network in South Jersey through improved connectivity between New Jersey and Pennsylvania. <p>Raise awareness of the value of freight to New Jersey, including continued development and implementation of a Freight Social Media Program "Freight Moves NJ."</p> <p>Utilize freight focused data, analyze current freight movement on the road network, and develop recommendations and solutions based on data forecasts.</p> <p>Integrate freight into Complete Streets policy and guidance by educating and assisting stakeholders, in particular County and local engineers.</p>
4	Emerging Technologies	<p>Work to incorporate automated/connected/electric/shared use vehicles into the planning process, recognizing the challenges, opportunities and uncertainty associated with them.</p>
5	Safety Planning	<p>Promote development of the Systemic and Systematic Safety Program.</p> <p>Maximize opportunities to include Proven Safety Countermeasures in all projects.</p> <p>Continue to prioritize implementation of the New Jersey 2020 Strategic Highway Safety Plan.</p> <p>Develop local strategic highway safety plans in consultation with NJDOT and FHWA.</p> <p>Develop projects following the Road Safety Audits along county and local roads.</p> <p>Continue to develop and solicit Local Safety Program applications.</p> <p>Prioritize implementation and deployment of countermeasures for Vulnerable Road Users and Older Drivers and Pedestrians for all projects.</p> <p>Support the state's goal of Zero deaths by 2050.</p>
6	Bicycle and Pedestrian Planning	<p>Maximize opportunities for Complete Streets implementation:</p> <ul style="list-style-type: none"> • Promote green infrastructure to address stormwater issues, particularly in urban areas. • Support the collection of bicycle and pedestrian volume data on county roadways, and on municipal streets as appropriate. • Refine the local project prioritization process to include scoring factors that are based on potential health outcomes, safety improvements, connectivity for all modes, proximity to schools and transit stops, and other factors. • Support adoption of Complete Streets Policies and Implementation Plans. • Support and participate in Road Safety Audits <p>Provide opportunities to complete the East Coast Greenway, the Circuit Trails and other regional trail networks by assisting with the development of local trail plans and projects.</p>
7	Intelligent Transportation Systems	<p>Improve traffic flow through cohesive and sustainable planning, design, procurement and deployment of ITS operational strategies such as hard shoulder use, maintenance/upgrade/enhancement of existing ITS infrastructure and Advanced Traveler Information System through Connected Vehicle technology.</p> <p>Disseminate and provide information/knowledge/skills to local partners in technology areas where NJDOT has acquired a higher level of maturity.</p> <p>Explore the benefits of providing connectivity between infrastructure and vehicles to improve mobility and safety.</p> <p>Invest in the development of fiber and communication infrastructure across NJ to support safety- and mobility-related initiatives.</p> <p>Invest in compliance and adaptation of ITS regional architecture in all pertinent and applicable projects.</p> <p>Enhance safety through endemic planning and evaluation and deployment of ITS based wrong way driving systems.</p> <p>Use of wireless communication (Broad band , LTE and 5G) for technology projects</p> <p>Use and application of virtual devices such as RSU (roadside units) for connected technologies</p>
8	Local Public Agencies	<p>Keep local public agencies informed on resources and training opportunities to ensure that the LPA is up to date with current trends in transportation.</p> <p>Continue to identify and adopt technology to improve efficiency and quality control in the project delivery process.</p> <p>Continue to coordinate using the existing channels including the NJ Society of Municipal Engineers (NJSME) and the NJ State Association of County Engineers (NJSACE).</p> <p>Ensure the Local Aid Resource Center is meeting the needs of the LPAs</p>
9	Equity, Public Health, and Outreach	<p>Implement equitable actions that uphold fairness and improved coordination of services, access and mobility for people of different backgrounds, including low-income and minority populations, Limited English Proficient (LEP) individuals, persons with disabilities and senior citizens.</p> <p>Promote clean-powered public transit options (i.e., electric buses) and non-motorized transportation in an effort to reduce air pollution, particularly in low-income communities where concentrations are disproportionately higher.</p> <p>Prioritize safety for non-motorized travelers in disadvantaged and transit-dependent communities, especially in areas around transit stops, housing, parks, schools, and senior centers.</p> <p>Encourage counties and municipalities to promote public health principles and practices whenever possible in implementation of transportation projects.</p> <p>Focus on building trust with and increasing participation of minority and low-income communities in the planning process; allow community members to brainstorm project ideas so that planning efforts promote equity and inclusion and are tailored to meet their mobility needs.</p> <p>Continue to engage with communities to strengthen public confidence and participation in the planning process and help secure public buy-in of proposed transportation projects using web tools/technology, social media, outreach, education and virtual and/or in-person public forums/meetings.</p>

**NJTPA 2025 UPWP
Program Area Activities - Response to NJTPA LRTP Goals**

NJTPA Task Association	
P	Primary Association
S	Secondary Association

UPWP Task No. and Title		NJTPA Planning Goals						
UNIFIED PLANNING WORK PROGRAM								
WP101	UPWP Administration	S	S	S	S	S	S	S
WP102	Grants and Contracts Administration	S	S	S	S	S	S	S
WP103	Title VI Implementation and Reporting		S	S	S	S	S	S
SYSTEMS PLANNING, DATA, and FORECASTING								
SP201	Performance Measures and Data	P	P	P	P	P	P	P
SP202	Modeling and Forecasting	P	P	P	P	P	P	P
SP203	Congestion Management Process	P	P	P	P	P	P	P
SP204	Performance Based Advancement	P	P	P	P	P	P	P
SP205	Air Quality and Conformity Analysis	P	S	S	S	S	P	S
SP206	GIS, Data Resources and Planning Tools	S	S	S	S	S	S	S
SP207	Transportation Technology for Planning and Operations	S	P	S	P	S	P	P
REGIONAL PLANNING								
RP301	Long Range Planning	P	P	P	P	P	P	P
RP302	Planning Studies		P	S	S		P	S
RP303	Safety Planning					P		P
RP304	Subregional Pass Through Programs	S	P	P	P	S	P	S
RP305	Mobility Programs	S	P	S	S	P	S	P
RP306	Environmental and Climate Change Programs	P			S	S	S	
RP307	Livable Communities Planning	P	P	P	S	S	P	S
FREIGHT PLANNING								
FP401	Freight Planning and Coordination	S		P	P	P	S	S
CAPITAL PROGRAMMING								
CP501	Transportation Improvement Program	P	P	P	P	P	P	P
LOCAL PROJECT DEVELOPMENT								
LP601	Local Capital Project Delivery Program	p	p	S	p	p	S	p
LP602	Local Safety Programs	p	p	S	p	p	S	p
LP603	Transportation Alternatives and Safe Routes to School	p	p	S	p	p	S	p
PUBLIC AND EXTERNAL AFFAIRS								
PA701	Public Involvement/Outreach	P	P	P	P	P	P	P
PA702	Committee Support	P	P	P	P	P	P	P
PA703	Interagency Collaboration & External Affairs	P	P	P	P	P	P	P
INFORMATION SYSTEMS								
24/801	Information Systems Support and Development	S	S	S	S	S	S	S
IS801	Information Systems Support and Development	S	S	S	S	S	S	S

LEGEND	
A	Protect and improve natural ecosystems, the built environment and quality of life.
B	Provide affordable, accessible and dynamic transportation systems responsive to all current and future travelers.
C	Retain and increase economic activity and competitiveness.
D	Enhance system coordination, efficiency, overall safety and connectivity for people and goods across all modes of travel.
E	Maintain a safe, secure and reliable transportation system in a state of good repair.
F	Create great places through select transportation investments that support the coordination of land use with transportation systems.
G	Improve overall system safety, reducing serious injuries and fatalities for all travelers on all modes.