



JOHN W. BARTLETT, CHAIR

Board Meeting Minutes

January 8, 2024

A. Open Public Meetings Act Compliance

Chairman John W. Bartlett, Passaic County, called the meeting to order at 10:35 a.m. Beverly Morris, Central Staff, reported that, in accordance with the Open Public Meetings Act, Chapter 231, P.L.1975, adequate notice of this meeting was forwarded to the *Star Ledger*, the *Asbury Park Press*, the *Courier News*, the *Daily Record*, the *Home News Tribune*, the *Jersey Journal*, *New Jersey Herald*, and *The Record*. It was posted on the bulletin board at the Essex County Hall of Records in Newark.

B. Roll Call

Beverly Morris called the roll. Eighteen voting members were present. (Attachment 1). The Chairman noted that it was the last Board meeting for Ms. Morris before her retirement on March 1. He thanked her for her work over the years for the Board and its committees. NJTPA Executive Director David Behrend also thanked Ms. Morris and said she has always approached her job with patience and grace.

C. Approval of Minutes

A motion to approve the minutes of the November 13, 2023 meeting was made by Warren County, seconded by Ocean County and carried unanimously.

D. Chairman's Remarks

Chairman Bartlett said Hudson County Executive Craig Guy will represent the county on the NJTPA Board, replacing Thomas DeGise who retired at the end of last year. The Chairman said Mr. DeGise was a very active member of the Board and served as Chair in 2014 and 2015.

Noting that his term as Chairman will conclude later in the meeting with the election of new officers for 2024 and 2025, Chairman Bartlett said he is proud of what the NJTPA has accomplished over the last two years. He thanked his fellow Board members and the NJTPA staff for all their work in planning the future of the region's transportation system, getting projects funded and providing a forum for regional discussion about key transportation issues.

Chairman Bartlett said safety has been a major focus of the Board and noted that New Jersey saw an 11 percent decrease in fatal crashes last year – 77 fewer deaths than the year before – based on preliminary estimates from the State Police. He said, while driver, passenger, and pedestrian fatalities were all down, unfortunately, there was an increase in cyclist deaths, and the NJTPA will continue to focus on improving safety across the region. Over the past two years the region has seen the benefits of additional infrastructure funding that includes the doubling of funding for the last round of Local Safety Program projects. The region has also benefited from major federal grants – like the INFRA funding for improvements around the Port and new programs, like Safe Streets and Roads for All, which is funding several safety planning initiatives. He also highlighted the action item on the agenda, to add \$3 billion in funding to the Transportation Improvement Program (TIP) to advance the Hudson Tunnel Project, a critical component of the Gateway Program.

The Chairman said securing and maintaining federal funding has been a key focus throughout his term. Also, through the efforts of staff at the NJTPA, NJ TRANSIT, and the New Jersey Department of Transportation (NJDOT), more than \$248 million was added to the TIP this summer for four NJ TRANSIT programs. This funding allows New Jersey to take advantage of funds other states could not get authorized. The money funded much-needed projects across the region, including \$15 million for a new bus terminal in the City of Passaic. He noted that the Board recently adopted the region’s largest ever TIP, which includes more than \$14 billion over four years for projects and programs across the region.

Chairman Bartlett said the Governor’s Office, the NJTPA, NJDOT, and NJ TRANSIT were also able to secure \$44 million that was subject to rescission in the federal Fiscal Responsibility Act. He said this was funding from the Coronavirus Aid, Relief and Economic Security Act (CARES) Act, and the Board approved allocating these funds for NJ TRANSIT sustainability projects. He said this is a great example of how the Board, working together with the region’s congressional delegation, can move quickly and accomplish something that really adds value to the region.

The Chairman said, during his tenure as Chair, the NJTPA has also put an emphasis on better engaging municipalities, including assisting towns seeking federal grants and providing technical expertise through a variety of programs such as Complete Streets Technical Assistance.

Chairman Bartlett said recent NJTPA advances in public outreach include launching UpNext North Jersey, the young adult advisory group. The NJTPA also created the Outreach Liaison Program, which recruits community members to help conduct outreach for NJTPA projects and programs. This diverse group will also be key to engaging the public for the long range plan update.

The Chairman mentioned the Morris Canal Working Group, coordinated by NJTPA staff, which helps bring together key stakeholders to advance projects that one day will form the 111-mile, continuous trail envisioned in the NJTPA’s 2018 corridor study, connecting Warren County to Hudson County by way of Passaic County.

Chairman Bartlett noted that, while the Board members are all interested in advancing county and city projects that are important to their own constituents, they have always been able to work together across party lines to advance regionally significant projects and discuss major issues that affect the region's residents and businesses. He said he looks forward to continuing to serve on the Board and to carrying on the great work they have been doing.

E. Executive Director's Report

NJTPA Executive Director David Behrend thanked Commissioner Barlett for his leadership as Chair of the NJTPA, helping the organization and the region to accomplish a great deal over the past two years. He said Commissioner Bartlett has provided valuable insight and guidance on the NJTPA's day-to-day work and in its relations with other agencies and officials. He also thanked the Board for putting their trust in him and naming him Executive Director in November 2022.

Turning to the work of Central Staff, Mr. Behrend reminded Board members and subregional and agency staff to submit comments on the draft Fiscal Year (FY) 2025 Unified Planning Work Program (UPWP) by January 12. He said the UPWP, a core product of the NJTPA, guides the work of Central Staff, the subregions, and Transportation Management Associations for the fiscal year beginning July 1. The draft was distributed in December, and committees were briefed on highlights of planned activities for the coming year. The work program will be considered by the Planning and Economic Development Committee at the February joint committee meeting, and the Board will be asked to consider adoption at its March meeting.

Mr. Behrend said one of the biggest undertakings in this next work program will be updating the Long Range Transportation Plan, which the Board last adopted in September 2021. He said there are many companion efforts that feed into the plan, including new travel demand modeling and the Air Quality Conformity Determination. The updated plan is expected to go before the Board for approval in September 2025. Mr. Behrend said work on the plan is already underway. Two requests for consultant proposals are being prepared – one to assist with public outreach, the other to support development of the plan's financial element. Also, related efforts are underway to update the Capital Investment Strategy and Congestion Management Process, both of which underpin the plan.

Mr. Behrend said Board and RTAC members will be asked for input on key priorities for the plan, and he encouraged them to get involved with public outreach, which will begin this spring with the goal of reaching every corner of the region and residents of its many diverse communities. He said that the plan must address the changing nature of transportation and commuting brought on by work-from-home policies and other factors. At the same time, there are new concerns about the impacts of burgeoning e-commerce, climate threats and the need for resiliency, and how best to accommodate growing preferences for walking and biking. He said the plan must place an even greater emphasis on improving safety, given the troubling trends for injuries and fatalities on the roadways, particularly those involving pedestrians.

Mr. Behrend said the NJTPA is working with eight subregions to develop Local Safety Action Plans. Others are developing their own with federal grants, and Middlesex County already has a plan in place. He said these plans will help subregions identify their most pressing safety problems and potential solutions. The plans are necessary for eligibility to apply for

implementation grants under the federal Safe Streets and Roads for All Program. Mr. Behrend noted that several municipalities and the New Jersey Sports and Exposition Authority have also received federal grants to develop safety plans, and NJTPA staff will coordinate with these efforts and offer assistance where possible. Mr. Behrend said Central Staff and a consultant team will be reaching out to participating subregions to assist with creating Local Implementation Committees. He encouraged Board members to take an active role in these committees, which will take the lead in tailoring safety plans to local needs and gathering input from local officials and the public.

On the topic of addressing climate change, Mr. Behrend said Central Staff has been working with New York City, the New York Metropolitan Transportation Council, and the New Jersey Department of Environmental Protection on a climate and air quality plan covering the entire bi-state Metropolitan Statistical Area. This effort, which is being led by the City of New York, is being funded with a Climate Pollution Reduction Grant awarded by the U.S. Environmental Protection Agency in October. The project team has been meeting weekly since August and is working to develop a Priority Climate Action Plan for submission in March. The plan will give the bi-state region access to a nationwide \$4.3 billion set-aside for climate emission reduction measures. Central Staff will host an RTAC teleconference on January 16, where the consultant will share more information with the subregions and seek their input.

Mr. Behrend said, beyond the important climate effort and the safety action plans, Central Staff is engaged in a host of other activities to fulfill tasks in the current work program. This includes data analysis and forecasting, supporting subregional and local concept development studies, and much more.

Mr. Behrend noted that applications for the municipal Complete Streets Technical Assistance Program are due February 2, 2024. Details are on the [NJTPA website](#).

F. Presentation: New Jersey State Development and Redevelopment Plan Update

Donna Rendeiro, Executive Director of the New Jersey Office for Planning Advocacy and the State Planning Commission, provided an overview of the update of the State Development and Redevelopment Plan, a function of the State Planning Act established in the 1980s. The plan, which is non-regulatory, emphasizes collaboration and guidance for municipalities to achieve balanced development goals for conservation and economic growth and addresses the responsibilities of various state agencies. Among the eight goals of the current plan are open space, brownfield cleanup, and affordable housing. The update will add two new goals for equity and climate change. The update process involves extensive stakeholder sessions, agency collaboration, and county engagement. The Commission aims to adopt the plan by the end of the year and implement it in 2025. A preliminary plan will be issued in April and public hearings will be held in each of the state's 21 counties. Various elements of the plan are being developed with help from New Jersey chapter of the American Planning Association, NJ Future, and Rutgers Voorhees Transportation Center.

G. Committee Reports/Action Items

Project Prioritization – Commissioner John P. Kelly, Chair

Commissioner Kelly said Ms. Morris has been a great help and asset and thanked her for the job she has done for the Board and Central Staff.

The Commissioner said the Committee considered one action item at the December joint meeting. It concerns a Minor Amendment to the current TIP to add the Hudson Tunnel Project, as requested by the Gateway Development Commission. He said, while this is classified as a minor amendment, it is a major milestone in advancing this critical project. The Commission received engineering approval from the Federal Transit Administration and anticipates an award of up to \$6.88 billion in Capital Investment Grant Program funds, with half of the funding programmed in the NJTPA TIP and the other half programmed in the TIP of the New York Metropolitan Transportation Council. The project will use Federal Transit Administration funds for the engineering, right-of-way, and construction phases. This action item will allocate \$400 million this fiscal year, \$350 million in 2025, another \$350 million in 2026, and \$334 million in 2027. Another \$2 billion is being programmed for the unconstrained years of the TIP.

The Commissioner said, at the joint meeting, the Committee also heard a presentation by Central Staff on the 2025 UPWP, which Mr. Behrend discussed earlier. He said the UPWP includes continued work to refine the NJTPA's project prioritization and scoring process, ensuring that the NJTPA criteria meet federal regulations, aligns with performance targets, and addresses the region's needs. This two-year effort will help shape the project prioritization process for selecting projects in future TIPs. The work plan also includes continued programs to support development of priority local projects through the Freight Concept Development Program and the Local Safety and High Risk Rural Roads programs.

Action Item 1: Minor Amendment to the FY 2024 – 2027 Transportation Improvement Program to Add the Hudson Tunnel Project as Requested by the Gateway Development Commission (Attachment 2)

A motion to approve the resolution was made by Ocean County, seconded by Jersey City and carried unanimously.

Planning and Economic Development – Commissioner Charles Kenny, Chair

Commissioner Kenny said, at the December joint meeting, the Committee heard a presentation on the Safe System Approach by Amy Kaminski, Technical Programs Manager, Federal Highway Administration-New Jersey Division. Ms. Kaminski said the goal of the Safe System Approach is to eliminate fatal and serious injuries by focusing on some key principles, including:

- Taking into account that, despite their best efforts, humans still make mistakes;
- All road users share responsibility for safety; and
- Redundancy is crucial.

The Commissioner said Ms. Kaminski emphasized the need for collaboration among all levels of government, and the public, to focus on creating a culture of safety in agencies and communities. She cited successful implementation of the Safe System Approach in countries like Norway,

France, Sweden, Netherlands, and Australia, which have seen significant decreases in fatalities as a result. Ms. Kaminski's presentation is available on the [NJTPA's website](#).

Commissioner Kenny said staff provided an update on Local Safety Action Plans, which the NJTPA is helping several counties develop. He said, earlier this fall, these plans were the subject of a series of webinars and an in-person workshop. The webinar recordings can be found on the [NJTPA website](#).

The commissioner said, also at the meeting, staff briefed the committee on the NJTPA's PRIME 2.0 update. This tool provides a comprehensive library of completed transportation studies and their findings that can be used to assess current needs and plan future projects. The update includes an enhanced user interface, improved data management, and new documentation. The updated tool is now available for use by the subregions and member agencies, who are encouraged to incorporate their regional and subregional studies into the system.

Commissioner Kenny thanked Ms. Morris for her guidance during his time on the Board and her calm approach to helping to meet challenges such as those posed by the pandemic.

Freight Initiatives – Commissioner Jason Sarnoski, Chair

Commissioner Sarnoski thanked Ms. Morris for all she has done to assist the Board. He thanked Chairman Bartlett for his outstanding fair and balanced leadership during the past two years. He said the Chairman has always been open to the questions and comments he had on behalf of Warren County and has been helpful to the subregion.

Commissioner Sarnoski said the Committee's December meeting featured updates on the New Jersey State Freight and Rail plans. He said the first speaker, Janice Marino-Doyle, New Jersey Department of Transportation (NJDOT), provided an update on the federally mandated Statewide Freight Plan, which the Federal Highway Administration approved in 2023. The plan supports the growth of New Jersey's freight industry and the incorporation of new technologies and infrastructure into the system. The state must update its plan every four years. The Commissioner said Ms. Doyle introduced project consultant, Stephen Chiamonte, WSP, who outlined the plan, noting that short-term actions included finalizing critical freight corridors, supporting data needs, and enhancing support for state freight funding sources. Longer-term actions include addressing statewide truck parking needs, increasing marine highway services, and preparing for extreme weather risks.

The Commissioner said that next Lou Millan, NJ TRANSIT, spoke about the federally mandated State Rail Plan, which articulates a vision, inventories the rail network, identifies needs, engages stakeholders, and sets the stage for grant funding applications. Alan Kearns, NJ TRANSIT, then provided an overview of the plan's development. It is expected to be released in January for public review and submitted to the federal government in March.

Commissioner Sarnoski said, also at the meeting, the Committee heard that NJDOT will be holding Freight Advisory Committee meetings in March, June, and November, and that the NJDOT Office of Multimodal Grants has received 18 applications for the Fiscal Year 2024 Rail

Freight Assistance Program. Also, the Port Authority of New York & New Jersey shared that the \$220 million project for upgrading road access to Ports Newark and Elizabeth received a \$44 million federal INFRA grant and is scheduled for completion by mid-2028.

H) Public Participation

Andy Weiss called for detailed information about the status of the extension of the Hudson Bergen Light Rail Extension to Bergen County. He said the public needs detailed answers explaining the 25-year delay in implementing the project and the reasons the status of this northern branch is listed as “closed” on the NJ TRANSIT permitting dashboard. He requested that NJ TRANSIT representatives be prepared to provide the requested information at the next NJTPA Board meeting.

Peter Kortright, Bergen County, said the county would also like to see this project move forward and is interested in discussing it further with NJ TRANSIT.

Jeremy Colangelo, NJ TRANSIT, said there are many complications with advancing the project, and a conversation is certainly needed. He said even though NJ TRANSIT is moving billions of dollars around for projects, there is a broad suite of needs. He said they are continuing to work with the Federal Transit Administration to address the process of advancing the project. Mr. Kortright encouraged him to reach out to the Bergen County Executive to facilitate communication and collaboration with the County. Thomas Malavasi, Hudson County, said his County would also like to meet with NJ TRANSIT to discuss the status of the project.

J) Report of Nominating Committee and election of the Executive Committee of the NJTPA Board of Trustees for 2024 – 2025

Chairman Bartlett said that Bergen County Executive James Tedesco and Monmouth County Commissioner Thomas Arnone joined him on a committee to seek out and review nominations for the NJTPA officers for the next two years. They met in November and agreed unanimously to recommend the following slate of officers for the 2024-2025 term:

Chair – Ocean County Commissioner Jack Kelly
 First Vice Chair – Middlesex County Commissioner Charlie Kenny
 Second Vice Chair – Warren County Commissioner Jason Sarnoski
 Secretary – Morris County Commissioner Stephen Shaw

The Chair said that, in accordance with the NJTPA bylaws, after the election, the new Chair will appoint the Third Vice Chair. He asked if there were any other nominations from the Board, and there were none. He asked the nominees if they accepted their nominations, and they did.

A motion to elect the nominated slate of officers was made by Middlesex County, seconded by Union County and carried unanimously.

Commissioner Bartlett congratulated the new officers and turned the meeting over to Chairman Kelly.

Chairman Kelly appointed Union County Commissioner Bette Jane Kowalski Third Vice Chair. She accepted the appointment.

The Chairman thanked the Board of Trustees for entrusting him with the position of Chair, and said he is eager to continue the great work of the NJTPA and honored to follow in the footsteps of Commissioner Bartlett, Commissioner DeFillippo, and all the past Chairs who have served the NJTPA so well. He said he looks forward to working with his fellow Trustees, the NJTPA staff, and the residents they serve to improve transportation across the region. Chairman Kelly said he is excited to lead the Board as they look to update the Long Range Transportation Plan, which will guide the agency's work into the future.

After a video was played highlighting Commissioner Bartlett's accomplishments as NJTPA Chairman, Chairman Kelly read from a commemorative plaque presented to him in recognition of Commissioner Bartlett's distinguished leadership and dedicated service to the people of the region and his tireless advocacy of the importance of transportation.

Commissioner Bartlett said his Board membership has been transformational and noted the non-partisan approach of the board members in accomplishing important investments for the region. Commissioner Bartlett said he was fortunate to have the support of Mr. Behrend and Central Staff, and he looks forward to continuing to serve on the Board. He expressed gratitude to all involved in the work of the NJTPA.

Chairman Kelly announced that one of his first acts as Chair will be to give the committee chairs the options of returning to in person meetings. While the Board resumed meeting in person earlier this year, the committees continue to meet virtually.

I) Time and Place of Next Meeting

Chairman Kelly announced that the next meeting of the NJTPA Board will be held at the NJTPA offices in Newark on Monday, March 11, 2024 at 10:30 a.m.

J) Adjournment

At 11:45 a.m., a motion to adjourn was made by Passaic County, seconded by Middlesex County and carried unanimously.

NORTH JERSEY TRANSPORTATION PLANNING AUTHORITY, INC.
Meeting of the Board of Trustees
Attendance Record: January 8, 2024

Subregion/Agency	Voting Members/Alternates	Staff & Others
Bergen County		Peter Kortright Jessica Zohlen
Essex County	David Antonio	
Hudson County	Tom Malavasi	
Hunterdon County	Hon. Susan Soloway	Katherine Fullerton
Jersey City	Michael Manzella	
Middlesex County	Hon. Charles Kenny Linda Weber	Andrew Lappitt Joseph Jimenez
Monmouth County		Joseph Ettore
Morris County	Hon. Stephen Shaw John Hayes	Keven Stephens
Newark	Dolores Martinez Wooden	Trevor Howard
Ocean County	Hon. John Kelly John Ernst	Mark Jehnke
Passaic County	Hon. John Bartlett Andras Holzmann	Adam Bradford
Somerset County	Hon. Sara Sooy Walt Lane	
Sussex County	Tom Drabic	
Union County	Hon. Bette Jane Kowalski	
Warren County	Hon. Jason Sarnoski David Dech	
Office of the Governor	Dorian Smith	
NJDOT	Eric Powers	
NJ TRANSIT	Jeremy Colangelo-Bryan	
Port Authority of New York & New Jersey (PANYNJ)	Jay Shuffield	
Citizen's Representative	Charles Burton	

Other Attendees	
Sutapa Bandyopadhyay	Federal Highway Administration – NJ Division
Bob Werkmeister	GPI
Michael Russo	McCormick Taylor
James Yeager	Michael Baker

Donna Rendeiro	New Jersey Department of Development and Redevelopment
Various members of Central Staff	NJTPA
Issac Forep	STU Inc.

**DRAFT RESOLUTION: MINOR AMENDMENT TO THE FY 2024 – 2027
TRANSPORTATION IMPROVEMENT PROGRAM TO
ADD THE HUDSON TUNNEL PROJECT AS REQUESTED
BY THE GATEWAY DEVELOPMENT COMMISSION**

WHEREAS, the North Jersey Transportation Planning Authority, Inc. (NJTPA) has been designated by the Governor of New Jersey as the Metropolitan Planning Organization (MPO) for the northern New Jersey region; and

WHEREAS, the NJTPA formally adopted the FY 2024 – 2027 Transportation Improvement Program (TIP) on September 12, 2023; and

WHEREAS, the NJTPA on September 24, 2012, approved a Memorandum of Understanding (MOU) among the NJTPA, the New Jersey Department of Transportation (NJDOT), and NJ TRANSIT on procedures to amend and modify the State Transportation Improvement Program and the NJTPA TIP; and

WHEREAS, the TIP may be revised any time; and

WHEREAS, according to the MOU when a project or program that uses federal funds is added to the TIP and a new air quality conformity determination is not required, this constitutes a minor amendment; and

WHEREAS, the Gateway Development Commission has requested the addition of the Hudson Tunnel Project (DBNUM GP2402) to the FY 2024 – 2027 TIP; and

WHEREAS, fiscal constraint is maintained because funds are available for this project through a discretionary Federal Transit Administration (FTA) Section 5309 Capital Investment Grant; and

WHEREAS, this minor amendment is exempt from an air quality conformity determination and does not impact the current conformity determination; and

WHEREAS, Congestion Management Process requirements do not apply to these actions; and

WHEREAS, the FY 2024 – 2027 TIP conforms to the performance-based planning requirements of the Infrastructure Investment and Jobs Act and its predecessor legislation; and

WHEREAS, consistent with NJTPA public participation procedures, the NJTPA has provided opportunities for review of these actions; and

WHEREAS, no action authorized by the NJTPA shall have force or effect until 10 days (Saturdays, Sundays and public holidays excepted) after a copy of the minutes of the meeting of the Board of Trustees has been delivered to the Governor for review, unless prior to expiration of

the review period the Governor shall approve same, in which case the action shall become effective upon such approval.

NOW, THEREFORE, BE IT RESOLVED, that the North Jersey Transportation Planning Authority hereby approves the specified amendment to the FY 2024 – 2027 Transportation Improvement Program.

BE IT FURTHER RESOLVED that a copy of this resolution is forwarded to the Gateway Development Commission for submission to the Federal Transit Administration.