



ANGEL G. ESTRADA, CHAIR

Board Meeting Minutes

November 12, 2019

A. Open Public Meetings Act Compliance

Chairman Angel Estrada, Freeholder, Union County called the meeting to order at 10:00 a.m. Beverly Morris reported that, in accordance with the Open Public Meetings Act, Chapter 231, P.L.1975, adequate notice of this meeting had been 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 in the Essex County Hall of Records, Newark, New Jersey, and on the bulletin board of the Lieutenant Governor, Trenton, New Jersey.

B. Salute to the Flag

Chairman Estrada led the Board of Trustees in the Pledge of Allegiance.

C. Roll Call

Following the salute to the flag, Beverly Morris, Central Staff, called the roll. Seventeen voting members were present. (Attachment 1).

D. Approval of Minutes

A motion to approve the minutes of the September 9, 2019 meeting was made by Hunterdon County, seconded by Essex County and carried unanimously.

E. Chairman's Remarks

Chairman Estrada noted the seventh anniversary of Superstorm Sandy, a disaster from which parts of the region are still trying to recover. He said the NJTPA had been selected by the Federal Highway Administration to play a lead role in a multi-state, post-Sandy study. The agency has also conducted several other planning studies focused on weather events, including the recently completed Passaic River Basin Climate Resilience study.

The Chairman noted that the Board is being asked to support the 2020 Safety Performance Measure Targets set by NJDOT. He thanked the Department for working closely with all the

Metropolitan Planning Organizations (MPOs) in the state to develop these targets. The Chairman noted that a target of zero pedestrian fatalities was raised at the October joint committee meeting, and short-term targets will help the NJTPA to work toward that goal through safety improvement projects and educational programs like Street Smart NJ.

The Chairman announced that the Street Smart NJ program has now worked with more than 120 municipalities across the state. A campaign was recently launched in New Brunswick for the first time and the City of Trenton is also new to the program. The Chairman helped kick off a Linden campaign in late September and said he looks forward to more communities joining this important initiative. He said educational programs like Street Smart get people to stop the risky behaviors that contribute to crashes, like speeding and distraction, and engineering solutions make streets safer, as demonstrated by the NJTPA's Local Safety Program.

Chairman Estrada said Central Staff has been very involved in the State Strategic Highway Safety Plan (SSHSP) update which is being led by the New Jersey Department of Transportation (NJDOT). The SSHSP is a comprehensive, data-driven plan that focuses on the four E's of safety: Engineering, Education, Enforcement, and Emergency Medical Services. He said the 2020 plan will update the state's goals, objectives, performance measures and emphasis areas that guide safety programs and investments. He said safety has always been a priority at the NJTPA, and this plan update will help guide its work in that area.

The Chairman asked for news from NJDOT and NJ TRANSIT. Mike Russo, NJDOT, said the agency will hold the first Safety Summit for the SSHSP at The College of New Jersey on November 15.

Jeremy Colangelo-Bryan, NJ TRANSIT, announced a November 14 event celebrating the 20th anniversary of the Transit Village Program, to be held at the Rutgers New Brunswick campus.

F. Executive Director's Report

NJTPA Executive Director Mary D. Ameen said the Fiscal Year (FY) 2021 Unified Planning Work Program (UPWP) will guide the planning work of the NJTPA, the subregions and the Transportation Management Associations (TMAs) from July 1, 2020 through June 30, 2021. She said Central Staff has begun drafting the program, which will include some new and exciting initiatives. The draft will be released for review and discussion prior to the December round of committee meetings. The final UPWP is slated for Board adoption in March.

Ms. Ameen said work on the next long-range transportation plan will be a key element of the plan, and a consultant will be engaged to gather public input for the plan through wide-ranging outreach strategies to include events and public meetings in all the subregions, along with various online and social media activities. Specialized outreach efforts with the help of Rutgers Voorhees Transportation Center (VTC) will continue.

Ms. Ameen said that, with the help of VTC, the NJTPA officially kicked off the young adult advisory group, UpNext North Jersey, with an event in October. The group includes about 30 young adults from across the region. Over the next several months they will get involved in

current projects and provide input for the long-range plan. Also with VTC involvement, a new public outreach liaisons program will be launched to help facilitate communication with traditionally underrepresented groups, such as minorities and low-income residents.

Ms. Ameen said another important focus of the UPWP will be emerging and new transportation technologies, and along those lines, Central Staff recently participated in ITS-New Jersey's annual conference, including moderating a panel on local technology applications such as computerized traffic signal systems. She said much of the discussion revolved around potentially transformative technologies, including electric, connected, and automated vehicles. Ms. Ameen noted that there are still many uncertainties about how and when they will be deployed, but the NJTPA is looking to lay the groundwork now to ensure that these and other transportation innovations support equity and societal benefit—not just commercial gain. To this end, she said, next year's work program will begin using modeling and scenario planning to look at the potential impacts of automated vehicles and related technologies. She said a GIS-based traffic signal inventory to assist in future signal system investments will be conducted.

Ms. Ameen said the NJTPA will continue to support the implementation of Complete Streets at the local level in partnership with Sustainable Jersey and VTC. She said there is intense interest in this work, and two recent workshops on complete streets were well attended. Another is planned for January. For the second year, through this partnership, the NJTPA is offering complete streets technical assistance to municipalities. The deadline to apply is December 20.

Ms. Ameen said that, in FY 2021, the NJTPA will also be exploring policies and plans for managing active transportation in communities; not just walking and biking, but so-called micro-mobility using scooters and the like. She said, in terms of freight, there are plans to update the NJTPA rail freight grade crossing inventory next year and advance new projects under the Freight Concept Development Program. Also, two new subregional studies are slated for 2021: Jersey City will assess alternative transportation modes, and Passaic County will develop a county-wide bike plan.

Ms. Ameen reported several significant collaborative efforts with member agencies and partners:

- In September, the full Together North Jersey (TNJ) forum met to focus on health and wellness, followed by meetings of the four TNJ task forces. On November 7 the NJTPA hosted a very successful TNJ workshop on roundabouts featuring presenters from Central Staff and the Federal Highway Administration (FHWA). On December 5, there will be a workshop on crime prevention through environmental design.
- Central Staff participated in NJDOT's annual research showcase, which is a valuable forum for sharing new ideas and techniques for improving transportation. They presented on Automated Vehicles and on Road Safety Audits being conducted around the region.
- NJTPA staff was invited to a celebration of the State Service Patrol's 25th year helping travelers in need of assistance.
- On, November 6, all three New Jersey MPOs, NJDOT, NJ TRANSIT, and the federal partners met for the quarterly collaboration meeting. Ms. Ameen said these meetings at

NJDOT headquarters have proved invaluable. She thanked Mr. Russo, the Assistant Commissioner, for putting together these important meetings.

- The NJTPA participated in the recent Metropolitan Area Planning Forum's freight working group hosted by the Lehigh Valley Regional Planning Commission last month. These meetings foster collaboration between MPO's from New Jersey, New York, Connecticut, and Pennsylvania.
- Central Staff attended the annual conference of the Association of Metropolitan Planning Organizations (AMPO), where they moderated a panel on scenario planning.

Ms. Ameen announced that Jeff Perlman is the NJTPA's new Senior Director of Planning.

G. Committee Reports/Action Items

Project Prioritization – Freeholder Kathryn A. DeFillippo, Chair

Freeholder DeFillippo said the Committee considered one action at the October joint meeting. They recommended approval of a minor amendment to the FY 2020-2023 TIP, as requested by the Port Authority of New York & New Jersey (PANYNJ), to use federal Disaster Recovery and Resilience Program funding for the Replacement of Harrison Station South West Head House and Platform in Hudson County. The Freeholder said this project was previously included in the TIP, but it was not ready for authorization as scheduled by the end of FY 2019. She said it will be ready by the end of this calendar year and therefore needs to be added to the 2020 element of the new TIP. The project includes matching funds from PANYNJ.

Freeholder DeFillippo said that, also at the meeting, the Committee heard a detailed presentation by NJDOT about the development of the Route I-80 Westbound Rockfall Mitigation project in Warren County. She recalled that several members of the public came to the September Board meeting to express their opposition to the project, which was identified as a high priority in the State's Rockfall Management System. Following NJDOT's presentation, the Committee heard from several local residents and officials who expressed concerns about the project's potential impacts. The NJDOT representatives answered several questions and invited further public participation as the project undergoes the environmental review process.

Action Item 1: Minor Amendment to the FY 2020-2023 Transportation Improvement Program as requested by the Port Authority of New York & New Jersey to Utilize Disaster Recovery and Resilience Program Funding (Attachment 2)

A motion to approve the resolution was made by Middlesex County, seconded by Passaic County and carried unanimously.

Planning and Economic Development – Freeholder John W. Bartlett, Chair

Freeholder Bartlett reported that, at the October joint meeting, the Committee considered one action item regarding safety performance measure targets for the NJTPA region. He explained

that federal rules on performance management require that MPOs and state departments of transportation coordinate to set performance targets for specified measures and integrate those targets into their planning documents and processes. He said the NJTPA is required to update these targets annually, and to do so, staff coordinated with NJDOT, the New Jersey Division of Highway Traffic Safety, and the other New Jersey MPOs to analyze trends and develop appropriate safety targets aimed at five performance measures set by FHWA. These safety performance measures include:

- Number of fatalities;
- Rate of fatalities per 100 million vehicle miles traveled;
- Number of serious injuries;
- Rate of serious injuries per 100 million vehicle miles traveled; and
- Number of fatalities and serious injuries involving pedestrians, bicyclists and other non-motorized travelers.

The Freeholder said that, with this action, the NJTPA agrees to plan and program projects that support the attainment of the state safety performance measures targets for 2020. He said that, at the Committee meeting, it was noted that preliminary data for 2018 indicate the State has achieved three of its 2018 targets, which are number of fatalities, fatality rate, and serious injury rate. For the number of serious injuries, the target was not met, though there was improvement. The number of non-motorized fatalities and serious injuries, however, did not improve. If the final 2018 data show similar results, the state will have demonstrated that, overall, it met or made significant progress toward the 2018 safety targets.

Freeholder Bartlett said that, at the meeting, it was suggested that the NJTPA consider creating their own targets to better meet the SSHSP goal of reducing total fatalities and serious injuries by 2.5 percent per year. He said this can be further discussed next year, when the targets will be updated again.

Action Item 2: Support for 2020 Safety Performance Measure Targets Set by the New Jersey Department of Transportation in Collaboration with the NJTPA and other Metropolitan Planning Organizations in New Jersey (Attachment 3)

A motion to approve the resolution was made by Morris County, seconded by Middlesex County and carried unanimously.

Freight Initiatives – Freeholder Charles Kenny, Chair

Chairman Estrada presented the Freight Initiatives Committee report on behalf of Freeholder Kenny. He said that, at the October meeting, Central Staff reported that two concept development studies are advancing as part of the Pilot Freight Concept Development Program, which is designed to advance freight-related projects that do not have a specific path through the established project pipeline. The Chairman said one of the pilot studies involves a bridge over a drain in Hackettstown that cannot accommodate national standard 286-K rail cars. The other looks at the potential realignment of the Dover and Rockaway Railroad, which currently runs through downtown Dover and has no safety gates. As the two studies move forward, the project team has begun the selection process for the next round of studies. Candidate studies have been

screened and pre-scored and will be sent to the subregions for input and feedback, and two or three studies will be selected for funding starting in July.

The Chairman said that staff also reported that fieldwork continues to gather additional information on the use of truck parking rest areas in the region, as well as parking along highway shoulders and other areas not designated for truck parking. The availability of truck parking is a critical local, regional, state, and national issue.

The Chairman said that, for the presentation portion of the meeting, Charlie Bontempo from PANYNJ provided an overview of the Port Master Plan 2050, which was released in July. He said the plan is a flexible roadmap to develop a competitive, financially successful port while maximizing regional jobs and economic impacts and minimizing environmental effects. Mr. Bontempo noted that the Port Authority's port facilities encompass more than 3,000 acres, including the Port Newark, Elizabeth, and Port Jersey marine terminals in New Jersey, and the Howland Hook and Brooklyn marine terminals in New York. Mr. Bontempo outlined trends and emerging issues that the Master Plan addresses. He said the 2019 container volume through the port is expected to increase by 6.5 percent over 2018, and long-term projections are looking at a potential doubling or even tripling by the Year 2050. The Chairman said that Mr. Bontempo stressed the master plan's goals for sustainability and resiliency, to be bolstered by the development of alternative energy sources, such as solar and offshore wind, to power electric equipment while reducing port-related emissions.

The Chairman said that also at the meeting, NJDOT reported that the agency's Office of Maritime Resources continues to work with local stakeholders to explore mixed-use maritime development at Port Raritan in Middlesex County.

On behalf of Freeholder Kenny, Chairman Estrada thanked the Port Authority for arranging a very informative tour for the Board members, along with Union County and City of Newark staff, of the FedEx and UPS air cargo operations at Newark Airport last month. He said they had an opportunity to view the various types of aircraft used and the extensive sort operations of the two major freight carriers. He noted that they were the first outside group to see the new UPS facility at the airport.

H) Federal Policy Update – Freeholder Matthew Holt

Freeholder Holt reported that a \$7.6 billion rescission was written into the FAST Act is due to go into effect on July 1, 2020. He said the rescission is an essential way to make the numbers work out under Congressional budget rules. The Freeholder said the potential impacts of this rescission are starting to become clear—at a recent MPO Collaboration meeting at NJDOT, NJTPA staff heard that an estimated \$630 million in federal transportation funding is expected to be rescinded from New Jersey—the second highest total across all 50 states. He said this could affect virtually every program funded under the FAST Act, including the Highway Safety Improvement Program, the Transportation Alternatives Program, and the PL funds that the NJTPA depends on for its planning work. He noted that this means that NJTPA and the state's other MPOs, as well as NJDOT, already must start planning what to do should the funds be rescinded.

Freeholder Holt said there is bipartisan and bicameral support for preventing the rescission through legislation. In particular, there is an effort underway to prevent the rescission through the National Defense Authorization Act (NDAA), the annual bill that specifies the budget and expenditures for the U.S. military. He noted that representatives of national organizations like AMPO, NARC, and AASHTO are urging Congress to take action to ensure that this does not take place. The Freeholder said the NDAA typically enjoys strong bipartisan support in both houses of Congress and comes with fewer budgetary challenges than many other bills. This year, however, there has not yet been agreement on moving the bill forward. He encouraged all to reach out to Congressional representatives to let them know how important it is to address this issue. He said NJTPA staff is in regular communication with AMPO and NARC about this and related issues and will keep the Board and Committees updated on any new developments.

I) Planning for 2050 Presentation: Climate Change, Sea Level Rise and Transportation in Northern NJ

Dr. Benjamin Strauss, CEO and Chief Scientist, Climate Central, said that the sea level is rising at an accelerated rate and the challenges this poses are more than we think. He pointed out that this region holds one of the biggest concentrations of roads and transit in the country, and the coming decades here will see increasing threats to infrastructure.

Dr. Strauss pointed out that the planet has already warmed by about 2 degrees Fahrenheit, and melting ice sheets and icebergs have just begun to respond to that warming. He said a lot more sea level rise is in the pipeline, even if we stopped polluting tomorrow. From a planning perspective, Dr. Strauss said that a rise of six feet is guaranteed, and if we meet targets in international agreements, we can still expect to be looking in 12-20 feet of sea level rise in the next few centuries. He said everything being done to prepare for higher sea levels will not be in vain, though, and action taken now to slow climate warming will be a first step but not a solution. As time goes by, successive planners will plan for a few feet, incrementally. He said there is a lot that an organization such as the NJTPA can do.

Dr. Strauss demonstrated the Surging Seas Risk Finder, an online tool at RiskFinder.org, where one can enter a zip code and view a wealth of information about historic, current and projected impacts of sea level rise for that area.

J) Public Participation

Karen Okupniak, Columbia, NJ, asked the Board to stop forward momentum on the Route I-80 Rockfall Mitigation project in Warren County until several issues are addressed. She said under normal conditions the village already experiences safety and inconvenience issues when traffic volume increases and occasional gridlock occurs because of accidents or construction closures. She said asking residents to deal with this kind of disruption on a regular basis throughout a multi-year project is outrageous. She cited a September 4, 2019 letter from the NJDOT Commissioner to Senator Oroho and Assemblymen Wirth and Space and said it underestimates the impact of the proposed project on local communities, including the town of Delaware Water

Gap in Pennsylvania. Ms. Okupniak said the prospect of living with such a level of disruption is frustrating when its need and benefits are debatable

Tony Marton, East Stroudsburg, Pennsylvania, also asked the Board to halt the project until solutions to the issues raised can be addressed. Mr. Martin said there are inconsistencies in the type and number of rockfall incidents being referenced as the basis for the project, and the planning effort is based on unsubstantiated and incomplete data. Mr. Martin questioned how a project can change from a \$4 million, 2-year effort to a \$58 million, 4 year one, and how it can proceed without consideration of the true risks in the area with a higher likelihood of issues, such as aggressive drivers, speeding, poor road design, poor drainage, other road debris more common than rockfall, and snow removal. He added that, leading up to the project area, the road converges from four to two lanes.

Bob McNinch, Knowlton Township, asked the NJTPA to partner with the residents and municipal, county, state and federal elected officials to halt the I-80 project until NJDOT comes up with solutions to the serious issues raised, including negative safety, historic, visual, environmental, and economic impacts and the potential irresponsible use of taxpayer funds. He said he agrees with Hunterdon County Freeholder Matthew Holt who stated at the previous Board meeting that “the project must be cost effective and with minimal impact.” Mr. McNinch questioned the project’s cost effectiveness because of a lack of data from NJDOT to support it. He noted that the closest hospital serving the westerly portion of Warren County is located in Strasberg, Pennsylvania, and project-related traffic congestion threatens those on route to urgent medical care. Mr. McNinch questioned the overall benefit of the project to the public without a quantitative analysis of both the positive and negative safety impacts, including non-rockfall related safety issues.

Frank C. Van Horn, former Knowlton Township mayor and current town Committeeman, said that during forty years of his own trucking experience for his dairy business and discussions with other truckers, none have ever reported being detoured due to a rockfall event, and during his last 27 years being involved with plowing the subject section of Route I-80, he has never been called off duty because of a rockfall event. Mr. Van Horn said also that as a member of fire and ambulance responder services he has observed no rockfall related accidents. He noted that one accident on Route I-80 can create a domino effect on other roads and suggested smoothing an S turn on the road into a long gradual curve.

Tara Mezzanotte, I80 Rockfall Coalition, provided an AutoCAD drawing showing the potential for truck-on-truck crashes at the Route I-80 project construction site based on a Work Zone Accident Chute that was shared by NJDOT. She asked the Board to assist the local stakeholders who currently oppose the project by creating and staffing a forum where they could represent their interests and where there might be a chance for NJDOT to show that stakeholder safety does matter and has been factored into the justification for the project. Ms. Mezzanotte also requested a slot during the next joint meeting of the NJTPA Project Prioritization Committee (PPC) and Planning and Economic Development Committee to present their case to the PPC, as did NJDOT at the October joint committee meeting.

Tim Sevenser, Transit Village of Mount Tabor, representing the New Jersey Association of Rail Passengers, suggested that the NJTPA get involved with NJ TRANSIT's energy management plan in order to advance the concept of solar powered electric rail throughout the state.

Chairman Estrada said it is the NJTPA's position that NJDOT originated the I-80 project and has the power to retain it or remove it from the TIP. He recalled that, at the October joint committee meeting, NJDOT representatives stated that work on the project environmental process is still ongoing, and there will be more opportunities for stakeholder participation. He said the planning process takes time, and he believes that ultimately there will be collaboration between the NJDOT and the stakeholders. He thanked Freeholder Holt for offering to help. He noted that the stakeholders have done their job in terms of bringing up the issues the project will cause, and he said he is sure NJDOT is very much aware of what needs their attention.

The Chairman announced that the NJTPA Board will elect new officers for two-year terms at the January meeting. A nominating committee will confer over the next few weeks and determine a group of candidates for the Executive Committee positions. The nominations will be announced at the January meeting, followed by a vote. He said, if anyone is interested in making a nomination they should reach out to him or Ms. Ameen.

K) Time and Place of Next Meeting

Chairman Estrada announced that the next meeting of the NJTPA will be held on Monday, January 13, 2020 at 10:00 a.m., at the NJTPA offices at One Newark Center, Newark, NJ.

L) Adjournment

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

Attachment 1

NORTH JERSEY TRANSPORTATION PLANNING AUTHORITY, INC.
Meeting of the Board of Trustees
Attendance Record: November 12, 2019

Subregion/Agency	Voting Members/Alternates	Staff & Others
Bergen County		Joseph Baladi
Essex County	David Antonio	
Hudson County	Byron Nicholas	
Hunterdon County	Hon. Matthew Holt	
Jersey City	Barkha Patel	Elias Guseman
Middlesex County	George Ververides	
Monmouth County		Inkyung Englehart
Morris County	Hon. Kathy DeFillippo Gerald Rohsler	
Newark	Phillip Scott	Trevor Howard
Ocean County		
Passaic County	Hon. John Bartlett	
Somerset County	Hon. Brian Levine	Andras Holzmann Ken Wedeen
Sussex County	Tom Drabic	
Union County	Hon. Angel Estrada Hon. Bette Jane Kowalski	Liza Betz
Warren County	David Dech	
Governor's Office	Lauren LaRusso	
NJDOT	Mike Russo	
NJ TRANSIT	Jeremy Colangelo-Bryan	
Port Authority of NY & NJ	Steve Brown	Jay Shuffield
Citizen's Representative	Jared Rodriguez	

Other Attendees	
Anna Aleynick	AECOM
Cyrenthia Ward	Federal Transit Administration
Bob Werkmeister	GPI
Nickitas Alexiades	HDR
Karen Okupniak	I80 Rockfall Coalition
Bob McNinch	I80 Rockfall Coalition
Tony Marton	I80 Rockfall Coalition
Tara Mezzanotte	I80 Rockfall Coalition

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**DRAFT RESOLUTION: MINOR AMENDMENT TO THE FY 2020 – 2023
TRANSPORTATION IMPROVEMENT PROGRAM AS
REQUESTED BY THE PORT AUTHORITY OF NEW
YORK & NEW JERSEY TO UTILIZE DISASTER
RECOVERY AND RESILIENCE PROGRAM FUNDING**

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 Fiscal Year (FY) 2020 – 2023 Transportation Improvement Program (TIP) on September 9, 2019; and

WHEREAS, the NJTPA is anticipating approval of the FY 2020 – 2023 State Transportation Improvement Program (STIP), which includes the NJTPA TIP, by the United States Department of Transportation; 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 the addition of a project to the TIP or the addition of federal funds to a project where none are currently programmed and a new air quality conformity determination is not required constitutes a minor amendment; and

WHEREAS, the Port Authority of New York & New Jersey (PANYNJ) is requesting the addition of a project: Replacement of Harrison Station South West Head House and Platform (DB# PA1910) to be programmed with federal (Section 5324) funds; and

WHEREAS, the PANYNJ is recommending the reprogramming of Section 5324 funding from unobligated FFY 2019 funds and from the following project: Trackwork Repair and Restoration (DB# PA1419) to support the reinstated project; 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 this action; and

WHEREAS, the FY 2020 TIP conforms to the MAP-21/FAST Act performance-based planning requirements; and

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

WHEREAS, no action authorized by the NJTPA shall have force or effect until ten (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 2020 – 2023 Transportation Improvement Program.

BE IT FURTHER RESOLVED that a copy of this resolution is forwarded to the Port Authority of New York & New Jersey for submission to the Federal Transit Administration upon USDOT certification of the FY 2020 State Transportation Improvement Program.

DRAFT RESOLUTION: SUPPORT FOR 2020 SAFETY PERFORMANCE MEASURE TARGETS SET BY THE NEW JERSEY DEPARTMENT OF TRANSPORTATION IN COLLABORATION WITH THE NJTPA AND OTHER METROPOLITAN PLANNING ORGANIZATIONS IN NEW JERSEY

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

WHEREAS, Title 23, Section 134 of the United States Code requires that each MPO undertake a transportation planning process that shall provide for the establishment and use of a performance-based approach to transportation decision-making to support national goals; that each MPO shall establish performance targets that address the performance measures, tracking progress toward attainment of critical outcomes for the region; and that each MPO shall integrate those targets into their planning documents and processes; and

WHEREAS, the Federal Highway Administration (FHWA) published the final rule, (23 CFR Part 490), on the Highway Safety Improvement Program (HSIP) on April 14, 2016, requiring the New Jersey Department of Transportation (NJDOT) to annually develop and adopt targets assessing number of motor vehicle crash-related serious injuries and fatalities; serious injuries and fatalities per vehicle miles traveled (VMT); and number of serious injuries and fatalities of non-motorized users; and

WHEREAS, on May 27, 2016 the Federal Highway Administration (FHWA) issued a final rule on metropolitan planning (23 CFR 450 & 771 and 49 CFR 613), under which MPOs must adopt safety targets by February 27, 2018 and each year thereafter; and

WHEREAS, the final rule also requires that MPOs coordinate with NJDOT to set performance targets for the specified measures and integrate those targets into their planning documents and processes; and

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

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

WHEREAS, the statewide targets appropriately reflect and will serve as suitable benchmarks for the planning goals and desired outcomes for the projects and programs of the NJTPA Long Range Transportation Plan and Transportation Improvement Program; and

WHEREAS, no action authorized by the NJTPA shall have force or effect until ten (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; and

NOW, THEREFORE, BE IT RESOLVED, that the NJTPA hereby supports the 2020 statewide targets for each of the safety performance measures set by NJDOT from the National Performance Management Measures: Highway Safety Improvement Program (HSIP); Final Rule (23 CFR 490); and

BE IT FURTHER RESOLVED, that the NJTPA will program investments that support the achievement of the performance targets in support of the NJDOT HSIP; and

BE IT FURTHER RESOLVED that a copy of this resolution be forwarded to the New Jersey Department of Transportation for submission to the Federal Highway Administration.