



ANGEL G. ESTRADA, CHAIR

Board Meeting Minutes

July 9, 2018

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

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

C. Roll Call

Following the salute to the flag, Beverly Morris called the roll. Seventeen voting members were present. Two more voting members arrived after approval of the minutes. (Attachment 1).

D. Approval of Minutes

A motion to approve the minutes of the May 14, 2018 meeting was made by Somerset County, seconded by Ocean County and carried with no opposing votes. Morris County abstained.

E. Chairman's Remarks

Chairman Estrada invited all to attend the Northern Transportation and Air Quality Summit, to be hosted by the NJTPA on August 7-8. He said the Federal Highway Administration (FHWA) and the U.S. Environmental Protection Agency sponsor the event, held annually in the Northeast or Mid-Atlantic region. The Chairman noted that, while maintaining and improving air quality is one of highest NJTPA priorities, the agency is equally committed to making transportation investments that help the economy thrive and grow. He said he saw that first hand during a tour of the Nuts.com facility in Union County. Freeholder Charles Kenny, Middlesex County, Chair of the Freight Initiatives Committee and several members of NJTPA staff attended as well.

Nuts.com has a large and growing distribution operation in Cranford and will soon open executive offices in Jersey City. The Chairman said that a key advantage for Nuts.com is their location in the NJTPA region, with great access to roads, rail and one of the biggest consumer markets in the world. He said that getting their workers to the site is a challenge, though, highlighting how critical transportation is to the economy.

Chairman Estrada said the NJTPA is playing a greater role in promoting the importance of Complete Streets in the region. He said the NJTPA recently worked with Sustainable Jersey and the Voorhees Transportation Center at Rutgers to conduct two workshops for municipalities on “Implementing Complete Streets at the Local Level,” and free technical assistance is being offered to municipalities through a competitive selection process.

The Chairman noted that the search for a permanent NJTPA Executive Director continues; the position has been posted on the NJIT and NJTPA websites and the Board’s Executive Committee is reviewing all applicants.

Chairman Estrada announced that the NJTPA has received notice of the official dates for its federal certification review. Representatives of the Federal Transit Administration (FTA) and FHWA will be on site on November 13-15. He encouraged all Board members and staff from the subregions and agencies to participate in the certification review.

F. Executive Director’s Report

NJTPA Acting Executive Director Mary D. Ameen said Street Smart continues to be a success, expanding and improving as it makes important safety impacts across the region and state. She said planning is underway for a July kickoff event in Beach Haven that will include several Long Beach Island communities. Staff is also working with law enforcement in Atlantic Highlands, Bay Head, Bradley Beach, Long Branch, Manasquan, Point Pleasant Beach, Sea Bright, Toms River and Union Beach to distribute Street Smart materials to beachgoers and others in these communities. Also, rail stations in Belmar, Bradley Beach, Long Branch and Point Pleasant Beach will feature Street Smart ads through late August, as will NJ TRANSIT buses along the Jersey Shore. Ms. Ameen said the Street Smart team continues to reach out to new communities and provide support for campaigns. Two training workshops were conducted this past spring as well as briefings to police departments in several communities.

Ms. Ameen said two consultants are supporting efforts to improve Street Smart: Rutgers CAIT is helping to systematically evaluate campaigns through observations and surveys, and the NJTPA recently retained the communications firm Kivvit to help refresh the Street Smart messaging and outreach strategies. This branding effort is using a Technical Advisory Committee that includes TMA representatives and a wide range of people and organizations committed to pedestrian safety. These efforts will continue this fall as a number of communities look to implement back-to-school campaigns. She noted that the BeStreetSmartNJ.org website has many resources, including video of a recent training session.

Ms. Ameen said the NJTPA also works more closely with state-led safety efforts and has been participating in the New Jersey Pedestrian Safety Working Group, which is facilitated by the

National Highway Traffic Safety Administration in partnership with NJDOT. She said this consortium is bringing together state and federal agencies, law enforcement, advocates and other stakeholders to develop a statewide pedestrian safety training program for police officers and a statewide enforcement campaign.

Ms. Ameen reported that Together North Jersey (TNJ) has evolved into an important forum for information exchange and coordinated action in the region, and Central Staff has been actively involved in numerous TNJ meetings, workshops and training activities, such as recent webinars focused on climate change impacts and resiliency planning. She said staff members participated in the June 19 TNJ session on funding opportunities and the task force meetings that followed.

Ms. Ameen announced a TNJ Training Institute workshop on pedestrian safety on July 13, which will feature an NJTPA presentation on Street Smart, a discussion of New Jersey's Toward Zero Deaths efforts, project planning and other topics. Further details are available on the [TNJ website](#).

Ms. Ameen reported that, as part of the NJTPA Planning for Emerging Centers program, transit village studies were completed for the Town of Boonton in Morris County and the Borough of Freehold in Monmouth County, and a village center re-zoning study was completed for Green Brook Township in Somerset County. Other efforts coming to conclusion include the revalidation of the region's transportation model and a study of pedestrian and bicycle access to transit stations.

Ms. Ameen said the subregions have also wrapped up a number of studies funded under the NJTPA Subregional Studies program. These include: Passaic County's Green Infrastructure Plan, Warren County's Update of its Transportation Technical Study and the Jersey City Pedestrian Enhancement Plan, called JC Walks. Final reports for all these studies will be posted on the NJTPA website in the coming weeks.

Ms. Ameen noted one study effort for special mention, the Pilot Shared Transportation Services Mobile Application Data Support project. This project focused on developing a General Transit Feed Specification (GTFS) of transportation services in the region, including local bus and shuttle systems that have route and schedule information that can be hard to find. The feed specification defines a common data format for schedules and geographic information that can be entered into mobile applications and improve traveler information. The NJTPA has shared and coordinated this effort with other agencies doing similar work along the east coast through the I-95 Corridor Coalition.

Ms. Ameen said that, in keeping with federal requirements for performance-based planning, the NJTPA has met all required deadlines in this area and have worked closely with agencies at the state level and in neighboring regions on finalizing the performance measures and targets. She said this kind of inter-regional and inter-state cooperation is facilitated by the Metropolitan Area Planning (MAP) Forum, a consortium of nine MPOs spanning New York, New Jersey, Connecticut and Pennsylvania. Ms. Ameen said the MAP Forum met in Connecticut on June 4, and the meeting included several discussions and presentations on various regional and organizational issues that are important to collaborative efforts.

Ms. Ameen reported that she recently participated in the Eastern Pennsylvania Freight Summit in the Lehigh Valley of Pennsylvania, which is a center of distribution for much of the freight traveling through North Jersey. The Summit, sponsored by the Pennsylvania Department of Transportation, was a well-attended and thought-provoking event and served as a regional forum for leaders in the public and private sectors. She said the NJTPA looks forward to continuing joint efforts with fellow MPOs and other agencies to address the shared goal of safeguarding the economic benefits of freight while attending to its environmental and traffic impacts.

G. Committee Reports/Action Items

Project Prioritization – Freeholder Kathryn A. DeFillippo, Chair

Freeholder DeFillippo said the committee considered four action items at the June 18 joint committee meeting, three of which were on the day's agenda. They are as follows:

- The committee recommended approval a request by NJDOT to add federal National Highway Performance Program funds to three projects in the current Transportation Improvement Program (TIP). First, the project to replace the Ridge Road and Orient Way Bridges over Route 3 in Bergen County is ready for authorization for construction this year, and \$16.5 million dollars are available for the project. Next, the Route 23, Route 80 and Route 46 Interchange project in Passaic and Essex counties can be authorized for preliminary engineering in Fiscal Year 2018 and needs \$255 million dollars. The third project, improvements along Route 23 from High Crest Drive to the Macopin River in Passaic County, is being included in a federally funded contract covering multiple projects. This action will reprogram \$800,000 dollars in federal funds for preliminary engineering in fiscal year 2018, and a little more than \$1 million dollars for design work in 2019.
- The Committee approved a set of modifications to the current TIP to reflect schedule changes for five projects. Due to delayed construction, federal funding for two of the projects must be reprogrammed to Fiscal Years 2021 and 2022. The projects are the Route 4, Jones Road Bridge in Bergen County and the Route 18, East Brunswick, Drainage and Pavement Rehabilitation project in Middlesex County. Also due to construction delays, three I.T.S. projects on Route 46 in Morris, Essex and Passaic counties will be delayed to Fiscal Year 2019. Here, the modifications also include the addition of \$500,000 each in federal funds for design work in 2019. No further action is required.
- The Committee recommended approval two minor amendments to the current TIP as requested by the Port Authority of New York & New Jersey (PANYNJ). The agency is seeking to transfer previously programmed \$45 million in Federal Transit Administration Disaster Recovery and Resiliency funds and \$5 million in PANYNJ matching funds from the Salt Mitigation project to support additional construction on the Rail Rolling Stock Resiliency project. Lou Venech, PANYNJ, explained that work continues on the Salt Mitigation, and the amendments are part of a continuous process undertaken in coordination with FTA to optimize funding allocations as projects advance.

- The Committee recommended endorsement of the region's \$2.8 billion Fiscal Year 2019 Transportation Capital Program, which is required for allocating state funds to projects and programs. The Capital Program went to the state Legislature for its approval in April. In May, the program was provided to members of the Project Prioritization Committee and RTAC with a summary of changes to local projects for their review. Additional changes to the Capital Program had been made by the Legislature, and a list of these changes will be provided to the Board and RTAC.

Freeholder DeFillippo thanked the Committee and RTAC members for their review and input on the draft program. She said the Capital Program will result in future revisions to the TIP, which allocates federal funding to projects and programs.

Action Item 1: Three Minor Amendments to the FY 2018-2021 Transportation Improvement Program as Requested by NJDOT (Attachment 2)

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

Action Item 2: Two Minor Amendments to the FY 2018-2021 Transportation Improvement Program as Requested by the Port Authority of New York & New Jersey (Attachment 3)

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

Action Item 3: Endorsement of the FY 2019 Transportation Capital Program (Attachment 4)

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

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

Freeholder Bartlett said that, at the June joint meeting, the Committee recommended endorsement of federally required traffic congestion performance measures for the two urbanized areas that include parts of the NJTPA region – the New York-Newark urbanized area and the Philadelphia urbanized area. He said the NJTPA worked extensively with transportation operating agencies and MPOs in both urbanized areas to identify and agree on common, unified targets that address non-single occupancy vehicle travel and peak hour excessive delay. Given the expectation for increased travel in the region in coming years, the agreed upon targets take a realistic approach on measuring congestion by calling for maintaining current vehicle occupancy levels and limited growth of per capita delay to just two percent over four years.

Freeholder Bartlett said that, also at the meeting, Central Staff reported that the yearlong Morris Canal Greenway Study has been completed. The study presents a plan for creating a 111-mile continuous greenway along or near the route of the historic Morris Canal from Phillipsburg in

Warren County to Jersey City in Hudson County. The study recommends that the entire greenway be built in phases of short, medium, and long-term projects. The short-term projects will address segments that already have funding or just require signage or striping. Long-term projects are expected to take more than 10 years to complete due to cost, complexity or the need to acquire property. The study included the development of design guidelines aimed at tying together the various segments of the greenway into one unified trail with signage and other features that accurately represent the history, character and contemporary role of the greenway. Freeholder Bartlett said the project consultant team also researched different organizational structures that could oversee the greenway in the future. The project final report, will be available shortly on the NJTPA website.

Action Item 4: Endorsement of Established Traffic Congestion Performance Measure Targets for the New York-Newark and Philadelphia Urbanized Areas
(Attachment 5)

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

Freight Initiatives – Freeholder Charles Kenny, Chair

Freeholder Kenny thanked Freeholder DeFillippo for chairing the June meeting, which featured three presentations on food manufacturing and production in the region. First, the committee heard from Nolan Lewin, Director of the Rutgers Food Innovation Center in Piscataway. Nolan noted that New Jersey’s food industry and agriculture sector includes some 50,000 food manufacturing companies and 9,000 farms, as well as many research and development facilities, distribution centers and retailers. Together, they form a \$126 billion industry with more than 440,000 employees. Nolan noted that Rutgers University supports this sector through its operation of an Agricultural Experiment Station in New Brunswick and Food Innovation Centers in Bridgeton and Piscataway. The Food Innovation Centers provide resources to startups and established food companies, including training, research and business support. Mr. Nolan noted several success stories, such as Impossible Foods, a startup company, that brought a new meatless burger to the national market.

The Freeholder said the Committee next heard from Alex Rudnicki, Plant Manager at AeroFarms located in Newark. This vertical farm uses “aeroponic” technology to produce leafy greens and herbs, without sunlight and soil, and packages them for distribution to retail outlets and high end restaurants in the region. Mr. Rudnicki showed how vertical farming, in comparison to traditional growing methods, can increase efficiency while conserving water, reducing soil erosion and limiting use of fertilizers and pesticides. The AeroFarms plant uses an environment-controlled indoor stacking system, which requires much less land to grow produce. It employs a misting system that saves water and a reusable cloth growing medium. The company uses its own trucks for delivery and plans to build more facilities that will be closer to wholesale providers.

Freeholder Kenny said the third presentation was provided by Erik Holck, Director of Business Development at Port Jersey Logistics. The business operates three companies providing transport

and warehousing services to mostly smaller regional clients. Ninety percent of the products they handle are food and food-related products. Mr. Holck noted that the company's operational challenges include: hours of service rules enforced through electronic log devices that have reduced driver availability and increased freight costs; continuing congestion at some Port terminals; and rail car height and weight restrictions on parts of the region's rail network that have not yet caught up with national size standards for rail freight cars. The Freeholder noted the NJTPA is working to address this issue through its Freight Rail Industry Opportunity (FRIO). The Freeholder said the meeting also included an update on port business by the PANYNJ. Since the Bayonne Bridge roadway was raised a year ago, the agency reported that vessels holding as many 18,000 twenty foot container equivalent units (TEUs) have berthed at or are anticipated to call at port terminals. More than 100 vessels in excess of 9,500 TEUs have come to Newark, Elizabeth, Staten Island and Port Jersey. This past quarter, cargo volume increased by six percent, and imports are up over ten percent.

H) Key Discussion Issue: Introducing the New Jersey Transportation Infrastructure Bank (NJTIB)

David Zimmer, Executive Director, NJTIB, said the bank was established in 2016 to provide and administer low interest rate loans to qualified New Jersey public entities (counties, regional authorities, municipalities) for local transportation infrastructure projects. The infrastructure bank builds on the long success of the Environmental Infrastructure Trust, which funded water projects for many years before being incorporated into the overall infrastructure bank program. He said applicants' projects must be identified on the NJDOT quarterly Project Priority List. Applicants can visit the NJDOT/I Bank website at www.njib.gov/njtib/apply/ for information and application submissions, and a handbook is expected to be issued shortly. A Q&A session ensued.

I) Public Participation

There were no comments from the public.

J) Time and Place of Next Meeting

Chairman Estrada announced that the next meeting of the NJTPA will be held on Monday, September 10, 2018 at 10:00 a.m., at the NJTPA offices at One Newark Center, Newark, NJ.

K) Adjournment

At 11:15 a.m., motion to adjourn was made by Morris County, seconded by Passaic County and carried unanimously.

NORTH JERSEY TRANSPORTATION PLANNING AUTHORITY, INC.
Meeting of the Board of Trustees
Attendance Record: July 9, 2018

Subregion/Agency	Voting Members/Alternates	Staff & Others
Bergen County	Peter Botsolas	
Essex County	David Antonio	
Hudson County	Thomas DeGise Megan Massey	
Hunterdon County	Barbara Vogel	
Jersey City		Barkha Patel
Middlesex County	Hon. Charles Kenny	George Ververides Anthony Gambilonghi
Monmouth County	Teri O'Connor	Joseph Ettore
Morris County	Hon. Kathy DeFillippo Gerald Rohsler	
Newark	Phillip Scott	Uzoma Anukwe T. Howard
Ocean County	Hon. Virginia Haines	John Ernst
Passaic County	Hon. John Bartlett	Mike Lysicatos
Somerset County	Walt Lane	
Sussex County	Hon. Carl Lazzaro Tom Drabic	
Union County	Hon. Angel G. Estrada	Liza Betz
Warren County	David Dech	
Governor's Office	Lauren Nathan-LaRusso	
NJDOT	Gary Brune	Lewis Daidone
NJ TRANSIT	Jeremy Colangelo-Bryan	
Port Authority of NY & NJ	Lou Venech	
Citizen's Representative	Jared Rodriguez	

Other Attendees	
Priyal Pandya	AECOM
Jim Beattie	AECOM
John Yakimik	Boswell Engineering
Neile Weissman	Complete George
Cyrenthia Ward	Federal Transit Administration
Paul St. Onge	Gibbons
Bob Werkmeister	GPI

**DRAFT RESOLUTION: THREE MINOR AMENDMENTS TO THE
FY 2018 – 2021 TRANSPORTATION IMPROVEMENT
PROGRAM AS REQUESTED BY NJDOT**

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 2018 – 2021 Transportation Improvement Program (TIP) on November 13, 2017; 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, NJDOT is requesting that three projects (Ridge Road and Orient Way Bridges over Route 3, DB# 799D; Route 23, Route 80 and Route 46 Interchange, DB# 9233B6; Route 23, High Crest Drive to Macopin River, DB# 11424A) be programmed with federal National Highway Performance Program (NHPP) funds; and

WHEREAS, fiscal constraint is being maintained according to the fiscal constraint charts; and

WHEREAS, these minor amendments are 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 2018 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 2018 – 2021 Transportation Improvement Program.

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

**DRAFT RESOLUTION: TWO MINOR AMENDMENTS TO THE
FY 2018 – 2021 TRANSPORTATION IMPROVEMENT
PROGRAM AS REQUESTED BY THE PORT AUTHORITY
OF NEW YORK & 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, the NJTPA formally adopted the FY 2018 – 2021 Transportation Improvement Program (TIP) on November 13, 2017; 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 is requesting that a project (Rail Rolling Stock Resiliency, DB# PA1420) be programmed with federal (Section 5324) funds; and

WHEREAS, fiscal constraint is being maintained because the Port Authority of New York and New Jersey is requesting that funds be reprogrammed from the Salt Mitigation project (DB# PA1412) to support the Rail Rolling Stock Resiliency effort; and

WHEREAS, these minor amendments are exempt from an air quality conformity determination and do not impact the current conformity determination; and

WHEREAS, Congestion Management Process requirements do not apply to this action; and

WHEREAS, the FY 2018 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 2018 – 2021 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.

**DRAFT RESOLUTION: ENDORSEMENT OF THE DRAFT FY 2019
TRANSPORTATION CAPITAL PROGRAM**

WHEREAS, the North Jersey Transportation Planning Authority (NJTPA), Inc. is the Metropolitan Planning Organization (MPO) responsible for updating the Transportation Improvement Program (TIP) for the northern part of New Jersey as required by 23 CFR 450 and CFR 613 B; and

WHEREAS, the annual Draft Transportation Capital Program prepared by the New Jersey Department of Transportation is a list of all planned highway, bridge, transit and related projects for the State of New Jersey, funded with federal, state and certain other funds that was submitted to the New Jersey Legislature in April 2018; and

WHEREAS, the Draft Transportation Capital Program has been reviewed by the NJTPA, and discussions have been held between the NJTPA and the New Jersey Department of Transportation that have resulted in changes to the Draft Transportation Capital Program; and

WHEREAS, the Transportation Capital Program represents the annual element of the New Jersey Department of Transportation's and NJ TRANSIT's federal Statewide Transportation Improvement Program, and that changes to planned projects and programs in the NJTPA's regional TIP may be addressed through modifications or amendments; 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 endorses the Draft FY 2019 Transportation Capital Program.

BE IT FURTHER RESOLVED that the North Jersey Transportation Planning Authority and the New Jersey Department of Transportation will work to advance unfunded projects, as additional funding becomes available.

BE IT FURTHER RESOLVED that a copy of this resolution be forwarded to New Jersey Governor Phil Murphy; New Jersey Department of Transportation Acting Commissioner Diane Gutierrez-Scaccetti; NJ TRANSIT Executive Director Kevin Corbett; Chairman of the New Jersey Senate Transportation Committee, Patrick J. Diegnan, Jr.; and Chairman of the New Jersey Assembly Transportation Committee, Daniel R. Benson.

DRAFT RESOLUTION: ENDORSEMENT OF ESTABLISHED TRAFFIC CONGESTION PERFORMANCE MEASURE TARGETS FOR THE NEW YORK-NEWARK AND PHILADELPHIA URBANIZED AREAS

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; and that each MPO shall establish performance targets that address the performance measures to use in tracking progress toward attainment of critical outcomes for the region; and

WHEREAS, the Federal Highway Administration (FHWA) rule on performance management related to the Congestion Mitigation and Air Quality Improvement Program requires that MPOs and State departments of transportation with National Highway System (NHS) facilities within such urbanized areas coordinate and jointly set single performance targets for the two traffic congestion measures—percent non-single occupant vehicle travel and peak hour excessive delay per capita; and

WHEREAS, the NJTPA is subject to these target-setting requirements for two large urbanized areas: the New York—Newark, NY—NJ—CT Urbanized Area (“New York-Newark UZA”), and the Philadelphia, PA—NJ—DE—MD Urbanized Area (“Philadelphia UZA”); and

WHEREAS, the FHWA metropolitan planning rule also requires that MPO Transportation Improvement Programs (TIPs) “shall include, to the maximum extent practicable, a description of the anticipated effect of the TIP toward achieving the performance targets”; and

WHEREAS, the NJTPA coordinated with the State DOTs with NHS facilities within the New York-Newark UZA (the NJ Department of Transportation (NJDOT) and the New York State Department of Transportation (NYSDOT)), and the MPOs with NHS facilities within the New York-Newark UZA (the New York Metropolitan Transportation Council (NYMTC), and the Delaware Valley Regional Planning Commission (DVRPC)) on analyzing trends and developing appropriate traffic congestion targets within the New York-Newark UZA; and

WHEREAS, the NJTPA coordinated with the State DOTs within the Philadelphia UZA (the NJ Department of Transportation (NJDOT), the Pennsylvania Department of Transportation (PennDOT), the Maryland Department of Transportation (MDOT), and the Delaware Department of Transportation (DelDOT)), and the MPOs with NHS facilities within the Philadelphia UZA (the Delaware Valley Regional Planning Commission (DVRPC), the South Jersey Transportation Planning Organization (SJTPO), the Wilmington Area Planning Council (WILMAPCO), and the Lancaster County Transportation Coordinating Council

(LCTCC)) on analyzing trends and developing appropriate traffic congestion targets within the Philadelphia UZA; and

WHEREAS, in a May 18, 2018 letter to FHWA, the NJDOT identified agreed upon traffic congestion targets for the New York-Newark UZA and Philadelphia UZA and emissions reduction targets for New Jersey and the three New Jersey MPOs; and

WHEREAS, the agreed upon New York-Newark UZA percent non-single occupant vehicle travel 2-year target (for the 2014-2018 period) is to maintain the current level (at 51.6%) and 4-year target (for the 2016-2020 period) is a slight increase to 51.7%; and

WHEREAS, the agreed upon Philadelphia UZA percent non-single occupant vehicle travel 2-year target (for the 2014-2018 period) is a slight increase to 28.0% (from 27.9%) and 4-year target (for the 2016-2020 period) is an additional slight increase to 28.1%; and

WHEREAS, the agreed upon New York-Newark UZA peak hour excessive delay per capita 4-year target (for 2021) is 22.0 hours (up from 20 in 2017); and

WHEREAS, the agreed upon Philadelphia UZA peak hour excessive delay per capita 4-year target (for 2021) is 17.2 hours (up from 16.8 in 2017); and

WHEREAS, the agreed upon targets appropriately reflect and will serve as suitable benchmarks for the planning goals and desired outcomes for the projects and programs of the NJTPA Regional Transportation Plan and TIP; 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 NJTPA hereby endorses the agreed upon traffic congestion measure targets for the New York-Newark UZA and the Philadelphia UZA; and

BE IT FURTHER RESOLVED, that the NJTPA will add language to the FY 2018-2021 Transportation Improvement Program (TIP), discussing these targets and the anticipated effect of the TIP toward achieving these targets; and

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