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

**JOHN P. KELLY, CHAIR**  
**BOARD MEETING AGENDA**  
**January 13, 2025**  
**10:30 AM**

Public comments can be made in-person or via a special Zoom meeting link which requires registration in advance at [NJTPA@NJTPA.org](mailto:NJTPA@NJTPA.org) by Friday, January 10.

- A. Open Public Meetings Act Compliance
- B. Salute to the Flag
- C. Roll Call
- D. Approval of Minutes
- E. Chair's Remarks
- F. Executive Director's Report
- G. Presentation: New Jersey State Development and Redevelopment Plan – Walter Lane, Deputy Executive Director, NJ Office of Planning Advocacy
- H. Committee Reports/Action Items\*
  - Project Prioritization – Commissioner Charles Kenny, Chair
    1. Minor Amendments to the FY 2024-2027 Transportation Improvement Program to Align and Increase Federal Funds on the CR 508 (Bridge Street) Bridge over Passaic River Project in Essex and Hudson Counties (Attachments H.1.a, H.1.b, H.1.c)
    2. Minor Amendments to the FY 2024-2027 Transportation Improvement Program to Add the Route 7, Kearny Drainage Improvements Project in Hudson County (H.2.a, H.2.b, H.2.c)
  - Planning and Economic Development – Commissioner Jason Sarnoski, Chair
    3. Adoption of NJTPA-Specific Roadway Safety Performance Measure Targets for 2025 (Attachments H.3.a, H.3.b)
    4. Support for Adjusted Pavement and Bridge Performance Measure Targets Set by the New Jersey Department of Transportation (H.4.a, H.4.b)

- Freight Initiatives Committee – Commissioner Stephen Shaw, Chair

- I. Public Participation

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

- K. Adjournment

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



**JOHN P. KELLY, CHAIR**  
**Board Meeting Minutes**  
**November 12, 2024**

**A. Open Public Meetings Act Compliance**

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

**B. Salute to the Flag**

The Chair led the room in a salute to the Flag.

**C. Roll Call**

Ms. Truvillion called the roll and 17 voting members were in attendance. (Attachment 1).

**D. Approval of Minutes**

Middlesex County made a motion to approve the minutes of the September 9, 2024, meeting, Morris County seconded, and the Board approved unanimously.

**E. Chair Remarks**

The Chair thanked everyone who participated in the Board Visioning Workshop last month for *Connecting Communities: The NJTPA Long Range Transportation Plan (LRTP)*. He said it was great to see so many Board members and subregional staff in attendance and to hear their ideas for the future of the region.

He said one of the key discussion topics was how to make travel safer, with a suggestion to increase collaboration between the counties and municipalities. He added one way the NJTPA is working to improve collaboration is through the creation of Local Safety Action Plans. Ocean County is one of eight counties working with the NJTPA to create these plans, which will identify and prioritize strategies for improving safety. Each county has created a Local Implementation Committee, which includes municipal representatives, to help put these plans into action. He thanked Commissioners Sarnoski, Shaw, and Sooy for participating in recent Local Implementation Committee meetings in their counties. Once these plans are adopted, counties and municipalities can seek federal Safe Streets and Roads for All grants to implement recommended improvements.

He congratulated the subregions, the NJTPA, and the New Jersey Department of Transportation (NJDOT) for their work to get a record amount of Local Safety and High Risk Rural Roads funding authorized in the last federal fiscal year, which ended September 30. More than \$45 million in Highway Safety Improvement Funds was authorized to advance projects to preliminary engineering, final design, and construction. The Local Safety

and High Risk Rural Roads programs provide the subregions with the opportunity to address some of their highest safety priorities. Solicitation for the next round of funding closed October 31, and applications are being reviewed to recommend a new slate of projects to the Board in the coming months.

Last month the NJTPA's Street Smart NJ pedestrian safety initiative surpassed 265 partners statewide. The Borough of Oradell in Bergen County partnered with the EZ Ride Transportation Management Association to kick off a campaign last month that will focus on improving safety at a busy intersection. He encouraged anyone interested in getting involved to visit [BeStreetSmartNJ.org](https://www.beStreetSmartNJ.org) for more information.

In conclusion, the Chair said the NJTPA will work with the new administration in Washington, D.C. next year to advance critical transportation projects in the region. He directed Central Staff to keep the Board apprised of any developments related to changes in federal transportation policy or reauthorization of federal funding.

The Chair asked the implementing agencies if they had any updates to share. Jay Shuffield, Manager of Regional Transportation Policy, Port Authority of New York-New Jersey, said the Hoboken PATH terminal will close for 25 days in February for vital track, switch upgrades, and station rehabilitation. The project is part of the two-year, \$430 million PATH Forward Program to restore and modernize the 116-year-old rail system. He said the Port Authority will work with its regional partners to offer travel alternatives by bus, ferry and light rail. Customers should allow for some additional travel time during the closure. He said that information sessions would be held the day following the meeting, as well as the next day.

Mr. Shuffield also said the agency announced its Newark Airport Vision Plan, which calls for a new Terminal B, overhauling outdated roadway networks and redesigning the delay-prone aircraft taxiway network. In addition, the Port Authority received a pair of EPA Clean Port Grants totaling \$347 million. One is an implementation grant to jumpstart more sustainable trucks, ships and cargo handling equipment. The other is a planning grant to provide the resources to establish a Port Community Advisory Council and to do some other work with the community.

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

NJTPA Executive Director David Behrend thanked those who attended the Visioning Session for *Connecting Communities*. In addition to the emphasis on safety highlighted by the Chair, he said the NJTPA also heard about the need to improve the transit network; address road congestion, unreliable travel times, and upgrade aging or outmoded facilities. Other suggestions included supplementing traditional, fixed route transit with on-demand services and micromobility; increasing housing near transit; bolstering local planning capacity and resources; applying more data-driven approaches to target investments for safety and other needs, and better engaging developers and the private sector. The participants also discussed how the NJTPA can better address regional equity, which will be the subject of a new plan goal.

Mr. Behrend said the input will guide public engagement activities which are getting underway. He encouraged Board members to participate in the outreach and serve as ambassadors to help promote the planned online survey, forums, and other events. Mr. Behrend said that the NJTPA would be testing the survey the following week at the League of Municipalities Conference and encouraged anyone attending to stop by the NJTPA's booth.

Mr. Behrend said that he was happy to inform everyone that the Vibrant Places Program's recent work with Asbury Park creating the Springwood Avenue Heritage Walk just received the 2024 Outstanding Community Engagement Award from the New Jersey Chapter of the American Planning Association. Mr. Behrend thanked the NJTPA staff involved as well as the team from the Voorhees Transportation Center at Rutgers University and the community members who worked on the effort. Visit [Vibrant Communities Initiative](#) for a link to the project.

In addition, Mr. Behrend said public outreach and activities are underway for three subregional studies:

- Hudson County’s West Hudson Circulation and Connectivity Study
- Middlesex County’s Road Safety Audits
- Warren County’s Comprehensive Complete Streets Policy Implementation Plan

Mr. Behrend also noted that the NJTPA-coordinated Morris Canal Greenway Working Group will meet Monday, December 2. The group continues to make progress in building out the greenway, as seen in the meeting’s action item to award \$1.5 million to Warren County to design and construct a new segment. He also noted that the New Jersey Department of Environmental Protection and NJ TRANSIT would be hosting a public meeting the day after the Board meeting to present updates on the Newark segment of the Essex-Hudson Greenway, which will eventually span eight municipalities.

Mr. Behrend said NJTPA staff are also working with partners in New York City to create a Comprehensive Climate Action Plan, funded by the U.S. Environmental Protection Agency, for a portion of the bi-state region. The public survey was slated to close the week of the Board meeting. Also, on the topic of cross-state collaboration, the Metropolitan Area Planning (MAP) Forum, which the NJTPA is a member of, will hold its virtual annual meeting on Friday, December 6.

Mr. Behrend added that the federal Infrastructure Investment and Jobs Act (IIJA) expires in less than two-years, and everyone should work to support a reauthorization that continues strong federal infrastructure investment.

The NJTPA is also preparing the Unified Planning Work Program (UPWP) for the next fiscal year, which will begin July 1. The program details all federally funded work of NJTPA Central Staff, the subregions, and the Transportation Management Associations. The draft will be distributed to the Board and RTAC members for review in December. The final work program will go before the Planning and Economic Development Committee in February in preparation for March Board approval.

In closing, Mr. Behrend shared that the NJTPA recently launched a monthly LinkedIn newsletter as part of ongoing efforts to find new ways to reach more people and share information and encouraged everyone to subscribe. In addition to LinkedIn, the NJTPA shares information through various social media platforms, an e-list and the NJTPA website. Central Staff also frequently updates the *InTransition* magazine website, including a new article on the City of Newark’s plans for development near the airport – a potential aerotropolis for the region. He encouraged everyone to subscribe for updates on new content.

## **G. Presentation: Transportation Planning from a United for ALICE Perspective**

Stephanie Hoopes, National Director of United for ALICE, which is an acronym for Asset Limited, Constrained, Employed, gave a presentation, which can be viewed [here](#).

Ms. Hoopes said everyone knows someone who could be classified as ALICE or has perhaps been in this situation themselves. She said the ALICE population work in jobs that are needed to keep the economy running smoothly and yet they struggle to afford household basics and support their families.

Ms. Hoopes said that United for ALICE was founded and is supported by the United Way of Northern New Jersey. It started as a small pilot in Morris County and now has spread across the entire country. She said that 10 percent of householders in New Jersey fall below the federal poverty level, which is the standard measure of financial hardship. But 36 percent of households in New Jersey can be classified as ALICE based on a household survival budget her organization developed. The online tool calculates the cost of basic essentials including housing, childcare, food, transportation, healthcare, taxes and a small amount for technology, such as a cellphone.

Ms. Hoopes said the federal poverty level is an outdated measure, that has not been updated to reflect the current economy and the current way expenses are allocated. There is also one figure used nationwide, which does not account for cost-of-living differences across the country. ALICE residents are in every county in New Jersey; however, the rates vary across the state. Information about each county in the county, including demographics, is available at the [UnitedforALICE.org](http://UnitedforALICE.org).

Ms. Hoopes said that incorporating ALICE into transportation planning presents a huge opportunity to make a difference. She said making transportation more affordable and more accessible and providing travel options for people to get to childcare and healthcare, rather than just shopping centers, would go a long way to improve the quality of life for ALICE households.

Morris County Commissioner Stephen Shaw asked whether ALICE populations are growing and what the trend has been. Ms. Hoopes responded that the population saw a big uptick during the Great Recession from 2007 to 2010. While the poverty rate has remained flat, the number of ALICE households has increased through different administrations and economic conditions. She said that the largest budget item for ALICE households is housing, unless there are two or more children in the home, then it is childcare.

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

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

Commissioner Kenny thanked everyone who attended the October joint committee meeting in person. He said the committee considered two action items, which require Board approval today, and one item that needs no further action.

The first item is approval of the Regional Transportation Alternatives Program, awarding \$1.5 million to Warren County’s Morris Canal Greenway Trail, Inclined Plane 9 West to Strykers Road Project. The project was selected through a cooperative process between NJDOT, NJTPA, and the state’s other two MPOs.

The second item for approval contains two Minor Amendments to the FY2024-2027 Transportation Improvement Program (TIP). The first part adds \$43.8 million to the Mobility and Systems Engineering Program for engineering and construction in Federal Fiscal Year (FY) 2025 for Intelligent Transportation System projects, including improvements around the Meadowlands Sports Complex to support the 2026 FIFA World Cup events. The second part adds \$24.7 million to the Route 287, Route 202 to Ramapo River project for construction, increasing the total to \$103.5 million and to reprogram these funds for FY 2026 and 2027. The reprogramming is necessary to accommodate additional environmental surveys and to prepare the financial plan required now that the project cost exceeds \$100 million.

The committee also approved a Modification to the FY 2024-2027 TIP to add \$14.2 million in Federal Transit Administration funds to the Ferry Program for engineering, right of way, and construction in FY 2025. This will allow for up to six New York Waterway ferry vessels to be converted from diesel to battery electric propulsion systems, along with the necessary charging equipment and land side improvements. No further action was required.

### **Action Item 1: Approval of Regional Transportation Alternatives Program Project (Attachment 2)**

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

### **Action Item 2: Minor Amendments to the FY 2024-2027 Transportation Improvement Program to Increase and Align Federal Funds for a Program and a Project as Requested by NJDOT (Attachment 3)**

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

## **Planning and Economic Development – Warren County Commissioner Jason Sarnoski, Chair**

Commissioner Sarnoski said that at the October meeting, the Committee heard a presentation from Jersey City on the recently completed Traffic Calming Toolkit study, which was funded through the NJTPA's Subregional Studies Program. The study explored how and where traffic calming measures can be implemented to help meet the city's Vision Zero goal of eliminating traffic deaths by 2026. It included public input through meetings and a survey, two demonstration projects, and stakeholder interviews. He said the toolkit and other products, which are available on the NJTPA website, are likely to be helpful to counties and municipalities seeking to achieve similar safety improvements.

The Committee also considered one action item, which requires Board approval, an Amendment to the NJTPA Long Range Transportation Plan (LRTP) to include the Resilience Improvement Plan. This plan was developed in partnership with the Port Authority to provide a risk-based assessment of vulnerable transportation assets in relation to immediate and long-term transportation planning. This action will benefit applicants to the federal PROTECT Grant Program, making their proposals for resilience improvement funding more competitive and lowering the required funding match. The Resilience Improvement Plan was included in the agenda package.

Commissioner Sarnoski commented that although this is a great program, it includes the Route 80 Rockfall Project that Warren County continues to have concerns about. While the County has been working with NJDOT regarding the project, he said he would abstain on the action item.

### **Action Item 3: Amendment to the NJTPA Long Range Transportation Plan to Include the Resilience Improvement Plan (Attachment 4)**

Port Authority moved the item, Jersey City seconded, and it carried with one abstention by Warren County.

## **Freight Initiatives Committee- Commissioner Stephen H. Shaw, Chair**

Commissioner Shaw said Central Staff discussed the 2050 Freight Industry Level Forecasts Update that will be used in the LRTP development. Additionally, two Freight Concept Development Program studies are about to get underway: the Southern Middlesex County North-South Truck Corridor Project and the East Hanover Avenue Bridge Catenary Rail Clearance Project in Morris County. The NJTPA will also prepare a preliminary screening for Plate F vertical rail clearance, the industry standard height, on the NJ TRANSIT North Jersey Coast Line in Perth Amboy.

Commissioner Shaw said the meeting featured a panel of three speakers on the next stages of commercial truck electrification. Nicholas Raspanti, of Zeem Solutions; Pip Decker, of Current Trucking; and Peg Hanna from the New Jersey Department of Environmental Protection. A summary of the presentations is available on the NJTPA [website](#).

Commissioner Shaw said he reported that Morris County's Dover and Rockaway Railroad runaround track funded through New Jersey's Rail Freight Assistance Program has been completed. A contract was also executed for design of the Chester Branch rail bridge over Berkshire Valley Road in Roxbury, which has a long history of truck collisions due to insufficient clearance. That project graduated from NJTPA's Freight Concept Development Program just last year.

NJDOT reported that the first phase of a truck parking study is assessing the scope of the problem, with data showing drivers spend over two hours each day seeking parking. The Port Authority reported that operations are returning to normal after the recent port strike. Somerset County noted that the county's NJTPA-funded Circulation Element was adopted into the Master Plan, reflecting strong public support. The plan includes a range of goods movement recommendations.

**I. Public Participation**

There were no questions or comments from the public.

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

Chairman Kelly announced that the next meeting of the Board will be held in-person on Monday, January 13, 2025, at 10:30 a.m. at NJTPA, One Newark Center, (1085 Raymond Blvd.), Newark, NJ 07102.

**K. Adjournment**

At 11:21 a.m., a motion to adjourn was made by Warren County, seconded by Morris County, and carried unanimously.

**NORTH JERSEY TRANSPORTATION PLANNING AUTHORITY, INC.**  
**Meeting of the Board of Trustees**  
**Attendance Record: November 12, 2024**

<b>Subregion/Agency</b>	<b>Board Members/Alternates</b>	<b>Staff &amp; Others</b>
Bergen County	Peter Botsolas	
Essex County	David Antonio	
Hudson County		Tanner Thul
Hunterdon County	Hon. Susan Soloway	Katherine Fullerton
Jersey City	Mike Manzella	
Middlesex County	Hon. Charles Kenny	Andrew Lappitt
Monmouth County	Joseph Ettore	
Morris County	Hon. Stephen Shaw John Hayes	Kevin Stephens
Newark	Dolores Martinez Wooden	Trevor Howard
Ocean County	Hon. John P. Kelly	Mark Jehnke
Passaic County	Andras Holzmann	
Somerset County		Jonathan Eagle Ken Weeden
Sussex County	Tom Drabic	
Union County	Hon. Bette Jane Kowalski	
Warren County	Hon. Jason Sarnoski David Dech	
Office of the Governor	Dorian Smith	
NJDOT	Megan Fackler	
NJ TRANSIT	Jeremy Colangelo-Bryan	
Port Authority of New York & New Jersey	Jay Shuffield	

<b>Other Attendees</b>	
Bakari Lee	Legal Counsel
Various members of Central Staff	NJTPA
Ed Murray	Photographer
Lou Luglio	HNTB
Bob Werkmeister	GPI
Sara Margolis	Dewberry

Approved November 12, 2024

**DRAFT RESOLUTION: APPROVAL OF A PROJECT FOR THE FY 2024  
REGIONAL TRANSPORTATION ALTERNATIVES SET  
ASIDE PROGRAM**

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

**WHEREAS**, the New Jersey Department of Transportation (NJDOT) in partnership with New Jersey's MPOs announced the Regional Transportation Alternatives Set-Aside Program (RTASA) for FY 2024 on March 6, 2024; and

**WHEREAS**, eligible activities for RTASA funding must follow the program goals and requirements; and

**WHEREAS**, the projects were selected by the NJTPA in partnership with its subregions and discussed with NJDOT subject matter experts at six pre-application meetings; and

**WHEREAS**, NJTPA submitted a list of five recommended projects for funding to NJDOT on May 23, 2024; and

**WHEREAS**, four recommended project sponsors submitted full applications via the System for Administering Grants Electronically (SAGE) by July 10, 2024; and

**WHEREAS**, only three applications were considered eligible for funding by the interagency Technical Review Committee comprised of representatives from the NJDOT's Division of Local Aid and Economic Development and Bureau of Environmental Program Resources, Delaware Valley Regional Planning Commission, NJTPA, and the South Jersey Transportation Planning Organization; and

**WHEREAS**, within the NJTPA region, the NJDOT has agreed to fund one RTASA project in Warren County for \$1.5 million; and

**WHEREAS**, the original recommended project addresses the goals of the RTASA program as defined; 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 attached project for the Regional Transportation

Alternatives Program.

**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 and to the counties of the selected applicants.

Approved November 12, 2024

**DRAFT RESOLUTION: MINOR AMENDMENTS TO THE FY 2024-2027  
TRANSPORTATION IMPROVEMENT PROGRAM TO  
INCREASE AND ALIGN FEDERAL FUNDS FOR A PROGRAM  
AND A PROJECT AS REQUESTED BY THE NEW JERSEY  
DEPARTMENT OF TRANSPORTATION**

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

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

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

**WHEREAS**, the TIP may be revised any time; and

**WHEREAS**, according to the MOU when federal funds are added to a program or project in the TIP above a specified threshold and a new air quality conformity determination is not required, this constitutes a minor amendment; and

**WHEREAS**, the NJDOT has requested minor amendments to the FY 2024-2027 TIP to increase and align federal funds for the Mobility and Systems Engineering Program (DBNUM 13306), and the Route 287, Route 202 to Ramapo River project (DBNUM 14359); and

**WHEREAS**, fiscal constraint is maintained by adding federal funds available from prior year unobligated balances and aligning current programmed funding with anticipated project authorizations; and

**WHEREAS**, an air quality conformity determination does not apply to the program, and the project is exempt from an air quality conformity determination as per the Transportation Conformity Rule (40 CFR 93.126 and 93.127), and neither impact the current conformity determination; and

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

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

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

**WHEREAS**, no action authorized by the NJTPA shall have force or effect until 10 days, Saturdays, Sundays and public holidays excepted, after a copy of the minutes of the meeting of the Board of Trustees has been delivered to the Governor for review, unless prior to expiration of the review period the Governor shall approve same, in which case the action shall become effective upon such approval.

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

**BE IT FURTHER RESOLVED** that a copy of this resolution is forwarded to the NJDOT for submission to the Federal Highway Administration.

Approved November 12, 2024

**DRAFT RESOLUTION: APPROVAL OF AN AMENDMENT TO THE NJTPA LONG RANGE TRANSPORTATION PLAN TO INCLUDE THE RESILIENCE IMPROVEMENT PLAN**

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

**WHEREAS**, the NJTPA, pursuant to 23 U.S.C. 450.322, is responsible for the development of a Long Range Transportation Plan (LRTP) to guide the urban transportation planning process in northern New Jersey; and

**WHEREAS**, the NJTPA is required to review and update the LRTP every four-years; and

**WHEREAS**, *Plan 2050: Transportation, People, Opportunity*, was adopted by the NJTPA on September 13, 2021; and

**WHEREAS**, the federal Infrastructure Investment and Jobs Act established new formula grant programs, including the Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Formula Program; and

**WHEREAS**, the PROTECT program seeks to ensure surface transportation resilience to natural hazards including climate change, sea level rise, flooding, extreme weather events, and other natural disasters; and

**WHEREAS**, the NJTPA has developed a Resilience Improvement Plan (RIP) that provides a risk-based assessment of vulnerable transportation assets in relation to immediate and long-term transportation planning; and

**WHEREAS**, inclusion of a RIP in the LRTP increases our region's eligibility for the PROTECT discretionary grant program; and

**WHEREAS**, the inclusion of a RIP in the LRTP also provides a reduced local match to PROTECT award recipients in our region; 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, Inc. hereby amends *Plan 2050: Transportation, People, Opportunity*, the Long Range Transportation Plan for Northern New Jersey to include the attached NJTPA's Resilience Improvement Plan appendix.

**BE IT FURTHER RESOLVED** that a copy of this resolution is forwarded to the Federal Highway Administration, Federal Transit Administration, U.S. Environmental Protection Agency, New Jersey Department of Transportation, NJ TRANSIT and New Jersey Department of Environmental Protection.

Attachments H.1.a, H.1.b, H.1.c

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

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

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

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

**WHEREAS**, the TIP may be revised any time; and

**WHEREAS**, according to the MOU when federal funds are added to a project in the TIP above a specified threshold and a new air quality conformity determination is not required, this constitutes a minor amendment; and

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

**WHEREAS**, fiscal constraint is maintained through the NJTPA, Future Projects Program Line Item; and

**WHEREAS**, the project is exempt from an air quality conformity determination as per the Transportation Conformity Rule (40 CFR 93.126 and 93.127), and does not impact the current conformity determination; and

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

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

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

**WHEREAS**, no action authorized by the NJTPA shall have force or effect until 10 days, Saturdays, Sundays and public holidays excepted, after a copy of the minutes of the meeting of the Board of Trustees has been delivered to the Governor for review, unless prior to expiration of the review period the Governor shall approve same, in which case the action shall become effective upon such approval.

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

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

## Summary of Action

### **Minor Amendment to the FY 2024-2027 Transportation Improvement Program to Align and Increase Federal Funds on the CR 508 (Bridge Street) Bridge over Passaic River Project in Essex and Hudson Counties**

**Action:** Approval of a request from Essex County to amend the FY 2024-2027 Transportation Improvement Program (TIP) by aligning and increasing funds on the CR 508 (Bridge Street) Bridge over Passaic River Project in Essex and Hudson counties, as detailed below.

**Minor Amendment:**

- **CR 508 (Bridge Street) Bridge over Passaic River, Essex and Hudson Counties**

**DBNUM N1602**

This request is to align anticipated funding needs for this project by reprogramming \$7 million of Surface Transportation Block Grant Program-New York/Newark (STBGP-NY/NWK) funds for Final Design from Federal Fiscal Year (FFY) 2024 to FFY 2025, and increasing the funding amount by \$15.2 million, for a total of \$22.2 million. This request also includes advancing \$100,000 of STBGP-NY/NWK funds for Right of Way from FFY 2026 to FFY 2025 and increasing it by \$6.4 million for a total of \$6.5 million in FFY 2025. These changes are necessary to accommodate design changes on the single leaf bascule bridge including moving the utilities underwater.

- **NJTPA, Future Projects, Regionwide, DBNUM N063**

This program line item has funds available for the needs outlined above (DBNUM N1602).

**Background:** According to the *TIP Memorandum of Understanding* when federal funds are added to a project in the TIP above a specified threshold and a new air quality conformity determination is not required, this constitutes a minor amendment, and action is required by the NJTPA Project Prioritization Committee and the Board of Trustees. This TIP revision falls within the MOU guidelines to be approved as a minor amendment.

The requested revision has been reviewed by Central Staff, the Counties of Essex and Hudson, and the City of Newark. This project is exempt from an air quality conformity determination and the changes do not impact the current conformity determination. Fiscal constraint is maintained through the NJTPA, Future Projects Program Line Item. Additional information is detailed in the attached documents.

**Justification for Action:** Approval of this minor amendment to the FY 2024-2027 TIP will allow the funds to be programmed and the project to advance.

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

PENDING ACTION

**NJTPA**

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

**Routes:** CR 508 **Mileposts:** 12.27 **DBNUM:** N1602

**Name:** CR 508 (Bridge Street), Bridge over Passaic River

The historic structure was built in 1913 and rehabilitated in 1981. The structure is structurally deficient and functionally obsolete. 2 lanes with an overall roadway width of 39.5'. The bridge is eligible for placement on the National Register of Historic Places. This is a bridge replacement project.

**Counties:** Essex Hudson

**Municipalities:** Newark City Harrison Twp

**AQ Code:** S19 (Exempt)

**RCIS Category:** Bridges

**Sponsor:** Essex County

**Est. Total Project Cost: (Million) \$86.100**

**TIP:**

**CURRENT**

**FY 2024 - 2027 TIP Cost: (Million) \$7.100**

Unconstrained  
Information Year

MPO	PHASE	SOURCE	2024	2025	2026	2027	2028-2033
NJTPA	DES	STBGP-NY/NWK	\$7.000				
NJTPA	ROW	STBGP-NY/NWK			\$ .100		
NJTPA	CON	STBGP-NY/NWK					\$77.000
<b>TOTAL</b>			\$7.000		\$ .100		\$77.000

**PENDING**

**FY 2024 - 2027 TIP Cost: (Million) \$28.700**

Unconstrained  
Information Year

MPO	PHASE	SOURCE	2024	2025	2026	2027	2028-2033
NJTPA	DES	STBGP-NY/NWK		\$22.200			
NJTPA	ROW	STBGP-NY/NWK		\$6.500			
NJTPA	CON	STBGP-NY/NWK					\$77.000
<b>TOTAL</b>				\$28.700			\$77.000

**DATE SUBMITTED:** 10/25/2024

PENDING ACTION

### NJTPA

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

Routes: Mileposts: N/A DBNUM: N063  
 Name: NJTPA, Future Projects

This program provides funding for unanticipated project needs associated with the design, right-of-way or construction of NJTPA selected local projects.

Counties: Various Municipalities: Various  
 AQ Code: S3 (Exempt) RCIS Category: Other  
 Sponsor: NJTPA Est. Total Project Cost: (Million) \$268.475

TIP:

#### CURRENT

FY 2024 - 2027 TIP Cost: (Million) \$190.465

Unconstrained Information Year

MPO	PHASE	SOURCE	2024	2025	2026	2027	2028-2033
NJTPA	ERC	HWIZ919-ALLEN	\$0.033				
NJTPA	ERC	HWIZ919-NY/NWK	\$1.627				
NJTPA	ERC	HWIZ919-PGH/NWB	\$0.011				
NJTPA	ERC	STATE-NJTPA	\$65.932				
NJTPA	ERC	STBGP-ALLEN	\$0.563	\$0.574	\$0.586	\$0.598	\$3.845
NJTPA	ERC	STBGP-NY/NWK	\$65.091	\$28.787	\$24.650	\$1.210	\$58.734
NJTPA	ERC	STBGP-PGH/NWB	\$0.195	\$0.199	\$0.203	\$0.207	\$1.331
TOTAL			\$133.452	\$29.560	\$25.439	\$2.014	\$63.910

#### PENDING

FY 2024 - 2027 TIP Cost: (Million) \$168.865

Unconstrained Information Year

MPO	PHASE	SOURCE	2024	2025	2026	2027	2028-2033
NJTPA	ERC	HWIZ919-ALLEN	\$0.033				
NJTPA	ERC	HWIZ919-NY/NWK	\$1.627				
NJTPA	ERC	HWIZ919-PGH/NWB	\$0.011				
NJTPA	ERC	STATE-NJTPA	\$65.932				
NJTPA	ERC	STBGP-ALLEN	\$0.563	\$0.574	\$0.586	\$0.598	\$3.845
NJTPA	ERC	STBGP-NY/NWK	\$72.091	\$0.087	\$24.750	\$1.210	\$58.734
NJTPA	ERC	STBGP-PGH/NWB	\$0.195	\$0.199	\$0.203	\$0.207	\$1.331
TOTAL			\$140.452	\$0.860	\$25.539	\$2.014	\$63.910

DATE SUBMITTED: 10/25/2024



COUNTY OF ESSEX  
DEPARTMENT OF PUBLIC WORKS

DIVISION OF ENGINEERING  
900 BLOOMFIELD AVENUE  
VERONA, NEW JERSEY 07044-1393

☎ (973) 226-8500

☎ (973) 226-7469

JOSEPH N. DiVINCENZO, JR.  
COUNTY EXECUTIVE

Sanjeev Varghese, P.E., P.P.  
Director/County Engineer

Henry Chamesian, P.E.  
Assistant County Engineer

July 10, 2024

Ms. Sascha Frimpong  
Director, Local Programs & Project Development  
North Jersey Transportation Planning Authority  
One Newark Center, 17th Floor  
Newark, NJ 07102

**Re: Transportation Improvement Program (TIP) Amendment Request FY 2025  
Bridge Street Bridge over the Passaic River (DBNUM N1602)**

Dear Ms. Frimpong,

The County of Essex is nearing the final stages of the Bridge Street Bridge Preliminary Engineering design and moving towards Final Design authorization. Therefore, the County of Essex is requesting a modification to the current TIP for the above-referenced project to modify Fiscal Year (FY) 2025 to reflect the following:

Fiscal Year (FY)	Phase	Estimated Cost
2025	DES	\$22,200,000.00
2025	ROW	\$6,500,000.00

- FY 2025 – a sum of \$22,200,000.00 for Final Design
  - This sum includes costs for Final Design, and Construction Assistance Services such as shop drawing reviews, responding to RFIs, and preparing change of plans.
  - This sum does not include costs for Construction Management & Inspection Services
- FY 2025 – a sum of \$6,500,000.00 for Right of Way Acquisition services

Should you have any questions, please feel free to contact us.

Sincerely,  
  
Sanjeev Varghese, P.E., P.P.  
County Engineer

Attachments: Modjeski and Masters, Inc. Final Design & Right of Way estimates  
TIP 2022-2027

Cc: David W. Behrend, NJTPA  
Sarbjit Kahlon, NJTPA  
Frank McCombs, NJDOT Local Aid  
David Antonio, P.P., County Planner  
Andres F. Gomez-Ortiz, P.E., Principal Engineer

*Putting Essex County First*

ESSEX COUNTY IS AN EQUAL OPPORTUNITY EMPLOYER

Attachments H.2.a, H.2.b, H.2.c

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

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

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

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

**WHEREAS**, the TIP may be revised any time; and

**WHEREAS**, according to the MOU when federal funds are added to a program or project in the TIP above a specified threshold and a new air quality conformity determination is not required, this constitutes a minor amendment; and

**WHEREAS**, the NJDOT has requested a minor amendment to the FY 2024-2027 TIP to add the Route 7, Kearny, Drainage Improvements project (DBNUM 93186); and

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

**WHEREAS**, the project is exempt from an air quality conformity determination as per the Transportation Conformity Rule (40 CFR 93.126 and 93.127), and does not impact the current conformity determination; and

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

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

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

**WHEREAS**, no action authorized by the NJTPA shall have force or effect until 10 days, Saturdays, Sundays and public holidays excepted, after a copy of the minutes of the meeting of the

Board of Trustees has been delivered to the Governor for review, unless prior to expiration of the review period the Governor shall approve same, in which case the action shall become effective upon such approval.

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

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

## Summary of Action

### **Minor Amendment to the FY 2024-2027 Transportation Improvement Program to Add the Route 7, Kearny, Drainage Improvements Project in Bergen and Hudson Counties**

**Action:** Approval of a request from the New Jersey Department of Transportation (NJDOT) to amend the FY 2024-2027 Transportation Improvement Program (TIP) to add the Route 7, Kearny, Drainage Improvements project in Bergen and Hudson Counties, as detailed below.

***Minor Amendment:***

- **Route 7, Kearny, Drainage Improvements, Bergen & Hudson Counties DBNUM 93186**

This request is to add this project to the current TIP. The project will be programmed with \$26 million of U.S. Department of Transportation Infrastructure for Rebuilding America (INFRA) Grant Program funds and \$7 million of state funds for construction in Federal Fiscal Year (FFY) 2025. These funds were programmed in the FY 2022 TIP, and the project was approved for Advance Construction designation by the Federal Highway Administration to allow construction to proceed in FY 2023. The federal INFRA funds are now available for obligation and need to be reprogrammed in the current TIP to receive regular federal authorization.

**Background:** According to the *TIP Memorandum of Understanding*, when funds are added above the specified threshold and a new air quality conformity determination is not required, this constitutes a minor amendment, and action is required by the NJTPA Project Prioritization Committee and the Board of Trustees. This TIP revision falls within the MOU guidelines to be approved as a minor amendment.

Central Staff and Bergen and Hudson counties have reviewed this request. The project is exempt from an air quality conformity determination, and the changes do not impact the current conformity determination. Fiscal constraint is maintained for these changes through funds available from a competitive federal grant (FY 2022 INFRA discretionary grant award), and a funding match from the State of New Jersey. Additional information is detailed in the attached documents.

**Justification for Action:** Approval of this revision to the FY 2024-2027 TIP will allow the funds to be programmed and the referenced project to advance.

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





## State of New Jersey

DEPARTMENT OF TRANSPORTATION  
1035 Parkway Avenue  
PO Box 600  
Trenton, New Jersey 08625-0600

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**MPO:** Statewide

**PROJECT:** Route 7, Kearny, Drainage Improvements

**DBNUM:** 93186

**TRACK #:** SW-93186-0-A-2024

**TYPE OF PROJECT CHANGE:**

**ACTION TAKEN:**

**REASON FOR CHANGE:**

This TIP Amendment adds this project back into the STIP. Advance construction is for an Infra Grant in the amount of \$26,000,000 participating and \$7,000,000 hard match to total \$33,000,000 AC funds.

**MPO ACTION REQUIRED:** Action requires MPO board approval

**FISCAL CONSTRAINT:**

**Comments:** See NJTPA FY24-33 -58 chart.

**CONFORMITY:**

**PUBLIC INVOLVEMENT:**



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

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

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

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

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

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

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

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

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

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

**WHEREAS**, these targets align with the planning goals and desired outcomes for the projects and programs of the NJTPA Long Range Transportation Plan and Transportation Improvement Program; and

**WHEREAS**, no action authorized by the NJTPA shall have force or effect until 10 days (Saturdays, Sundays and public holidays excepted) after a copy of the minutes of the meeting of the Board of Trustees has been delivered to the Governor for review, unless prior to expiration of the review period the Governor shall approve same, in which case the action shall become effective upon such approval.

**NOW, THEREFORE, BE IT RESOLVED**, that the NJTPA hereby adopts the attached targets for the roadway safety performance measures listed in National Performance Management Measures: Highway Safety Improvement Program (HSIP); Final Rule (23 CFR 490); and

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

## Summary of Action

### Adoption of NJTPA-Specific Roadway Safety Performance Measure Targets for 2025

**Action:** Adoption of roadway safety performance measure targets for 2025, specific to the NJTPA region.

**Background:** The Federal Highway Administration (FHWA) has established national performance measures for the purpose of carrying out the Highway Safety Improvement Program (HSIP) and for state departments of transportation (DOTs) and metropolitan planning organizations (MPOs) to use in assessing serious injuries and fatalities. Since 2017, DOTs and MPOs must annually collect and report performance data on safety targets for these measures as required by federal safety performance management rules. FHWA will assess whether state DOTs have met or are making significant progress toward their targets.

The five roadway safety performance measures are the five-year rolling averages of:

- Number of Fatalities
- Rate of Fatalities per 100 million Vehicle Miles Traveled (HMVMT)
- Number of Serious Injuries
- Rate of Serious Injuries per HMVMT
- Number of Non-motorized Fatalities and Non-motorized Serious Injuries (combined)

These measures include crashes on all public roads (i.e., not on private property) regardless of the roadway functional classification or ownership.

In August 2024, the New Jersey Department of Transportation (NJDOT) identified annual targets for the calendar year 2025 in its HSIP Annual Safety Report (ASR) submitted to FHWA. These targets were set in collaboration with the New Jersey Division of Highway Traffic Safety and the three New Jersey MPOs, after analyzing crash trends and considering safety policies, programs, and projects, and were initially reported to FHWA and the NJTPA on September 19, 2024.

The NJTPA is required to establish targets 180 days after NJDOT. The NJTPA action is to be reported to NJDOT and made available to FHWA upon request.

It is important to note that target-setting this year remains challenging. The data continue to reflect unsafe travel behavior since the beginning of the COVID-19 pandemic. Unfortunately, there have been continued increases in the number of fatalities and serious injuries in recent years. Based on data obtained through the end of October 2024, it appears that total fatalities and serious injuries are likely to be even higher in 2024. These increases are the highest (and most worrisome) for the most vulnerable road users — those that are walking, biking, and using other nonmotorized modes.

Also (as discussed in previous years), reporting changes in 2019 have contributed significantly to increased counts of serious injuries. The required five-year averaging for the measures skews the trends because the averages are calculated with data from both before and after the 2019 changes.

Prior to 2022, NJTPA target-setting consisted of expressing support for the statewide targets (a permitted option). While maintaining a shared commitment with NJDOT to improve safety, the NJTPA has identified numeric targets specifically for its region starting in 2022, a practice that would continue with this action. Like the statewide targets, these NJTPA-specific targets consider current trends, policies, programs, and projects, and explicitly emphasize the NJTPA region’s aim to eliminate all roadway fatalities and serious injuries by 2050.

To set the 2025 targets, NJTPA staff relied on the analysis that was conducted in 2022 to start the downward trend toward zero fatalities and serious injuries by 2050 and used the 2025 annual values from that trendline. The five-year averages calculated with these 2025 target values, the 2024 estimates, and the 2021, 2022, and 2023 data are the identified NJTPA targets (again, the targets are for five-year averages from 2021 through 2025).

Due to the averaging and recent trends, the targets are increases over the 2019–2023 (baseline) numbers. However, these targets explicitly include the goal for *substantial reductions* in the **annual** number of fatalities and serious injuries, both total and non-motorized (compared to estimated 2024 annual numbers).

Accounting for the anticipated increases in 2024 annual values, these reductions are much larger than in previous years, but represent reductions that are necessary to ensure that the region achieves the long-term target of zero fatalities and serious injuries by 2050. The ability to reach these reductions in 2025 will likely depend on a combination of enhanced transportation safety programs and projects along with improvements in traveler behavior, enforcement and other related efforts.

It is also important to note that, although the federal transportation performance management system refers to these numbers as “targets,” they more accurately represent benchmarks to help measure progress toward the region’s long-term target of zero fatalities and serious injuries in 2050.

The 2019-2023 baseline and 2021-2025 targets for the five-year averages are shown in the following table.

**NJTPA 2019-2023 Baseline and 2021-2025 Targets for  
Roadway Safety Performance Measures**

<b>PERFORMANCE MEASURE</b>	<b>2023 BASELINE</b> <i>2019–2023 (5 YEAR AVERAGE)</i>	<b>2025 TARGET</b> <i>2021–2025 (5 YEAR AVERAGE)</i>
<b>Number of Fatalities</b>	382.0	399.9 <sup>b</sup>
<b>Fatality Rate</b>	0.718	0.700 <sup>b,c</sup>
<b>Number of Serious Injuries</b>	2,047.2 <sup>a</sup>	2,047.2 <sup>a,d</sup>
<b>Serious Injury Rate</b>	3.858 <sup>a</sup>	3.720 <sup>a,c,d</sup>
<b>Number of Non-Motorized Fatalities and Serious Injuries</b>	654.2 <sup>a</sup>	706.0 <sup>a,e</sup>

<sup>a</sup> Based on serious injuries for 2023 as of January 2024; 2023 annual serious injury data are not yet final.

<sup>b</sup> Based on a “zero by 2050” trendline established by NJTPA in 2022, which involves a decrease of approximately 11 percent in annual fatalities, from an estimated 420 in 2024 to 374 in 2025.

<sup>c</sup> VMT in 2024 and 2025 is projected to increase by 0.2% each year, based on NJDOT’s statewide VMT projections.

<sup>d</sup> Based on a “zero by 2050” trendline established by NJTPA in 2022, which involves a decrease of approximately 15 percent in annual serious injuries, from an estimated 2,272 in 2024 to 1,933 in 2025.

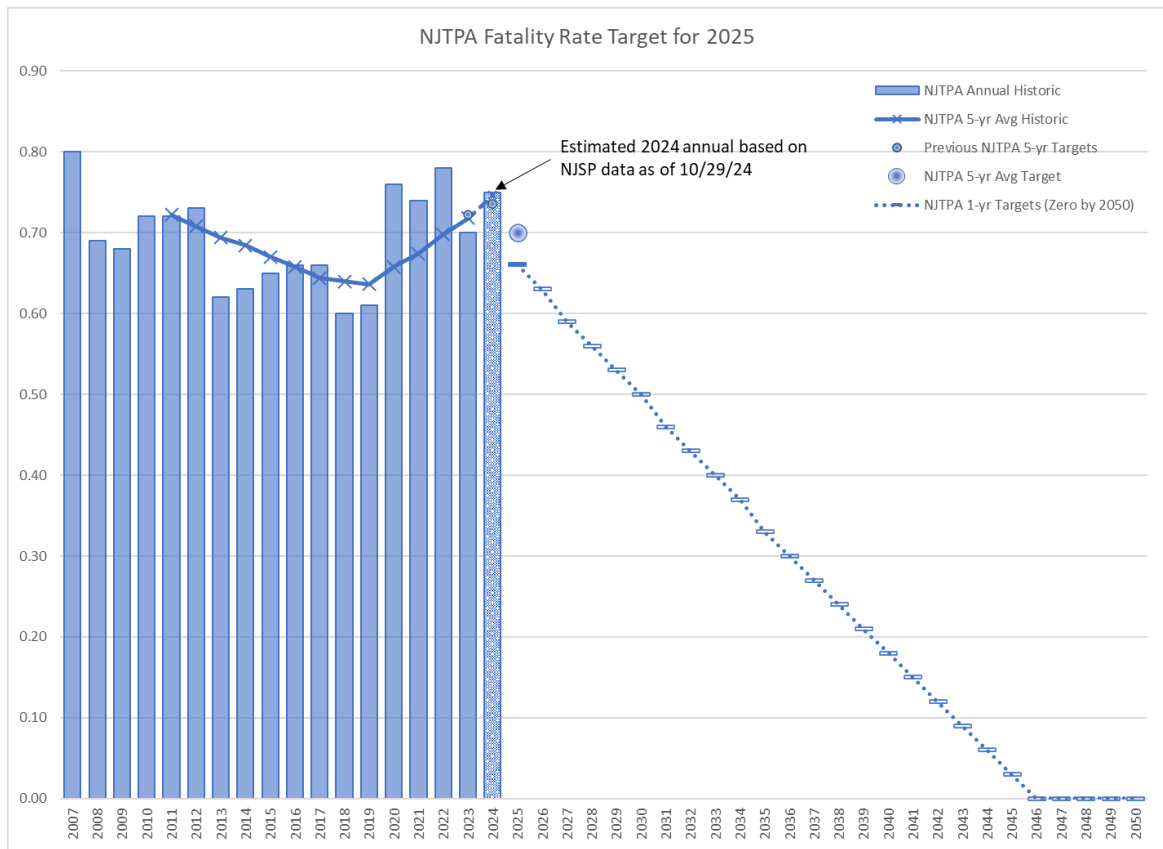
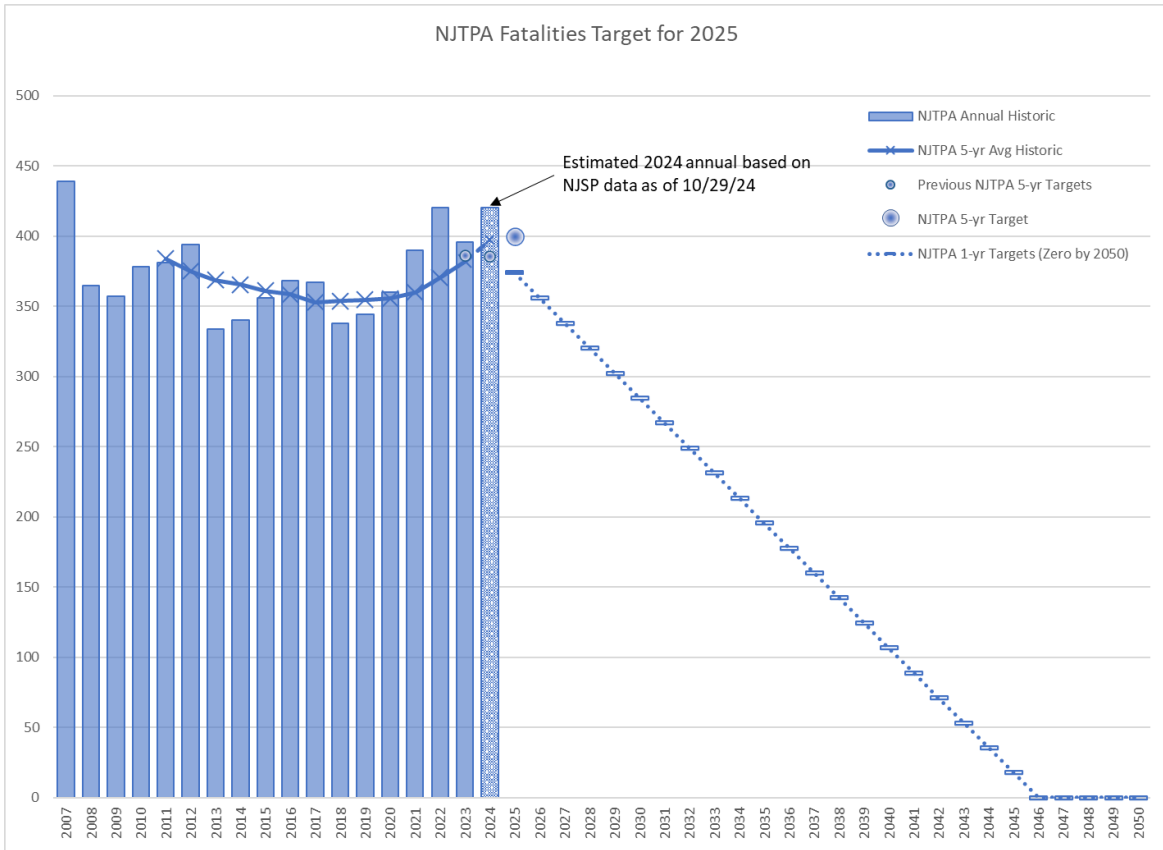
<sup>e</sup> Based on a “zero by 2050” trendline established by NJTPA in 2022, which involves a decrease of approximately 37 percent in annual non-motorized fatalities and serious injuries—from an estimated 877 in 2024 to 552 in 2025.

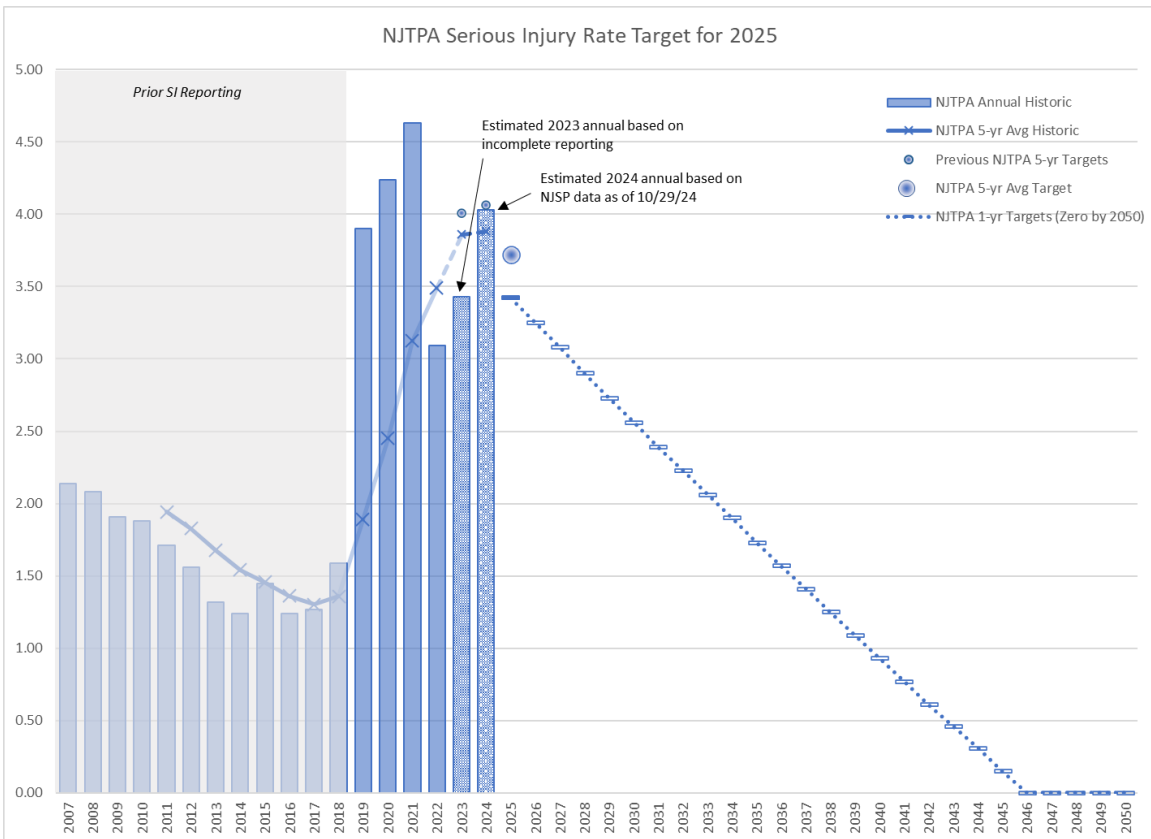
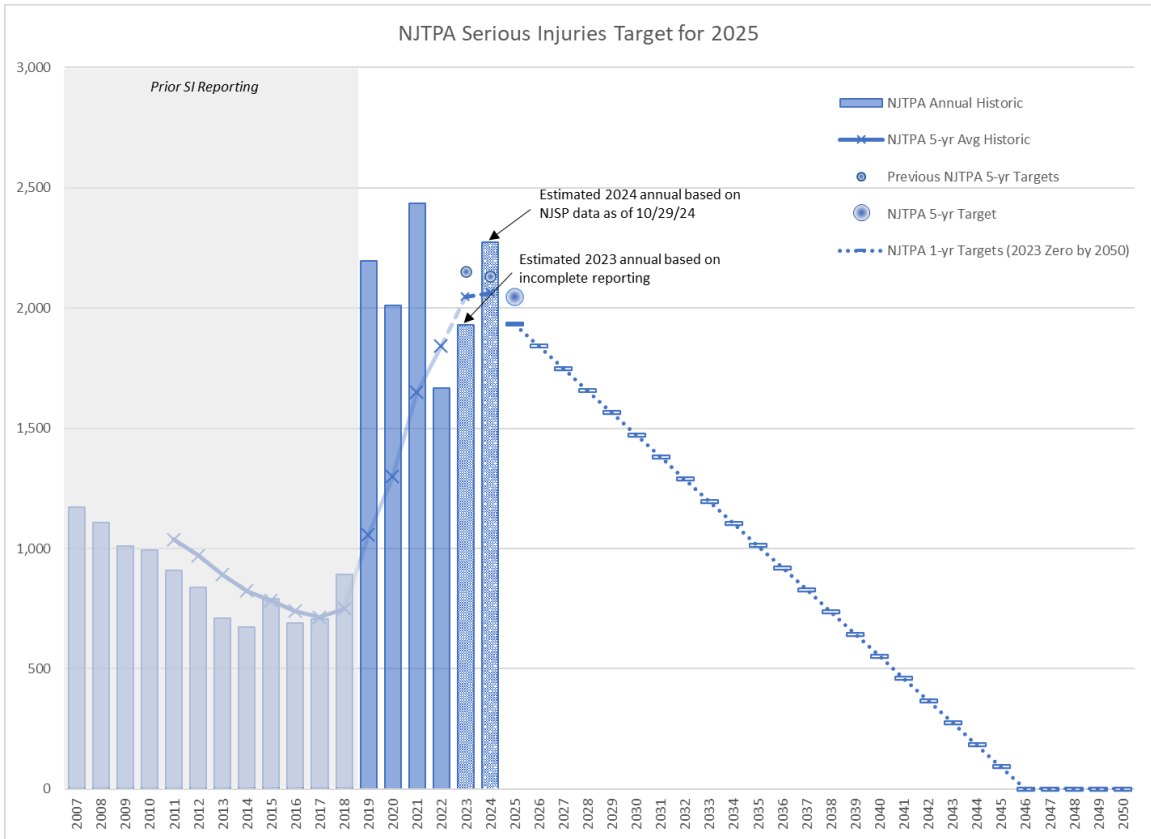
Progress toward these 2025 targets will be assessed in 2027. While the NJDOT can face fiscal restrictions for failing to meet or make substantial progress toward meeting statewide safety targets, no specific regulatory sanctions apply to MPOs.

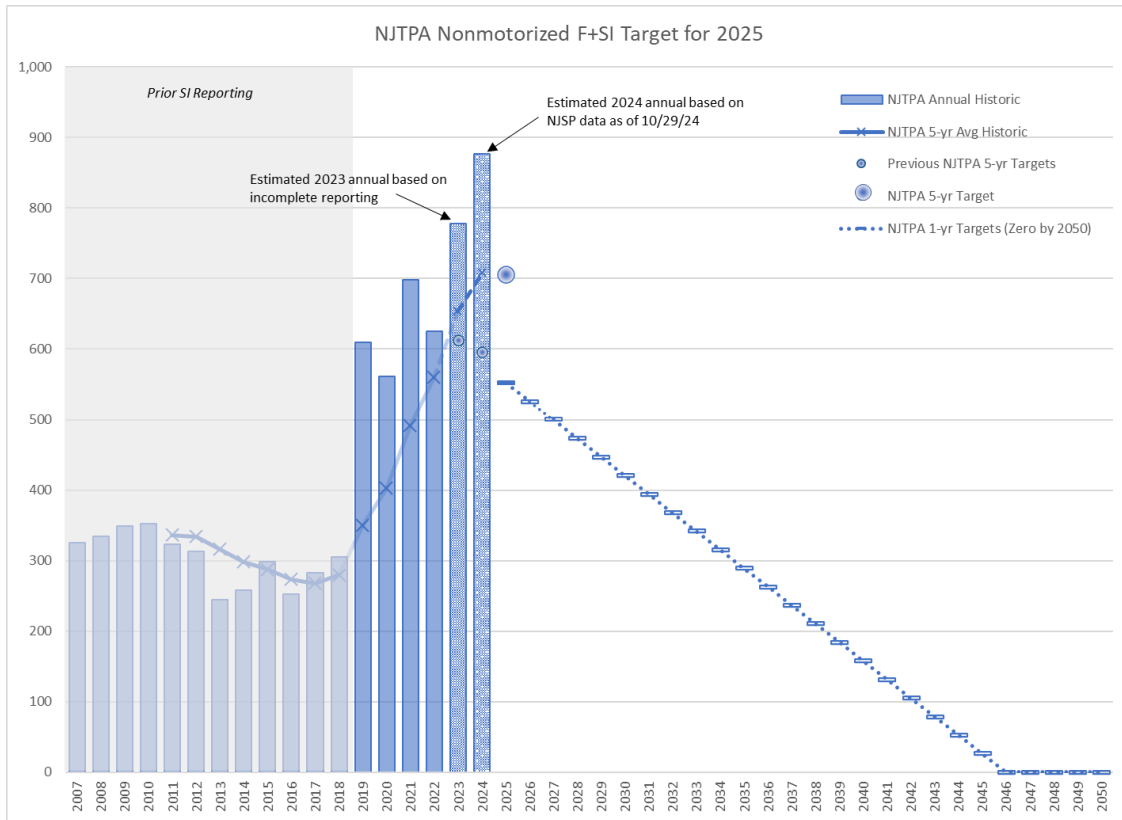
Based on the most current data as of October 29, 2024, it appears that the region is not likely to meet the 2024 targets established last year for the total number of fatalities, the rate of fatalities per HMVMT, and the total number of nonmotorized fatalities and serious injuries. However, it is possible that the region may meet the targets established for the total number of serious injuries and the rate of serious injuries per HMVMT.

**Charts**

The following pages show charts with historic values from 2007 through 2023, estimates for 2024, targets for 2025, and the long-term target of zero by 2050. Vertical bars show the annual values for each metric, while the lines show the five-year rolling average values for each performance measure. Note that the targets (shown as circles) should be compared against the five-year average values (shown as Xs).







**Justification for Action:** The NJTPA is required to establish roadway safety targets within 180 days after they are identified by NJDOT, by either setting a specific numeric target or targets for the NJTPA region, or by agreeing to plan and program projects that support attaining the state targets. The NJTPA is setting roadway safety targets for 2025 specific to its region, to reflect a long-term goal of reaching zero fatalities and serious injuries by 2050.

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



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

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

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

**WHEREAS**, the Federal Highway Authority (FHWA) has established national performance measures for use in the performance-based planning process; and

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

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

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

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

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

**WHEREAS**, the adjusted statewide four-year targets appropriately reflect and will serve as suitable benchmarks for the planning goals and desired outcomes for the projects and programs of the NJTPA Long Range Transportation Plan and TIP; and

**WHEREAS**, no action authorized by the NJTPA shall have force or effect until 10 days, Saturdays, Sundays and public holidays excepted, after a copy of the minutes of the meeting of the Board of Trustees has been delivered to the Governor for review, unless prior to expiration of the review period the Governor shall approve same, in which case the action shall become effective upon such approval.

**NOW, THEREFORE, BE IT RESOLVED**, that the NJTPA hereby supports the NJDOT adjusted statewide four-year targets for the six pavement and bridge performance measures; and

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

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

## Summary of Action

### Support for Adjusted Pavement and Bridge Performance Measure Targets Set by the New Jersey Department of Transportation

**Action:** Support for adjusted statewide four-year targets for six national pavement and bridge performance measures. The NJTPA will program projects that will help the state meet these targets.

**Background:** The NJTPA adopted a resolution on May 8, 2023 to support statewide two-year and four-year targets set by the New Jersey Department of Transportation (NJDOT) covering the condition of National Highway System (NHS) pavement and bridges, travel time reliability, and freight. These targets were for the second four-year performance period (covering 2022 through 2025) in USDOT's new national performance-based planning process. They were formally submitted to the Federal Highway Authority (FHWA) on October 1, 2022, in the required Baseline Performance Period Report.

On October 1, 2024, NJDOT submitted the required Mid Performance Period Progress Report to FHWA (covering the first two-years of the performance period: 2022 and 2023). As part of that submission, NJDOT reported on the progress toward meeting the two- and four-year targets that were previously established for the various performance measures. FHWA regulations also allow state DOTs to adjust their four-year targets in this report. NJDOT chose to adjust the four-year targets for all six measures for pavement and bridges.

The six performance measures and their adjustments are:

1. ***Percent of the Interstate NHS pavement lane-miles in good condition*** – NJDOT has adjusted the four-year target for this measure from 77.0 to 70.0 percent. The two-year target of 75.7 percent in good condition was not met (72.1 percent of the Interstate NHS pavement lane-miles was in good condition in 2023). This is due to many of the completed improvements on the Interstates not being reflected in the performance targets because they were limited to the secondary (or opposite direction) of travel, which is not included in the Highway Performance Monitoring System (HPMS) data that FHWA uses to monitor performance measures. The target has been updated based on projections from the new baseline conditions, the 2024 State Transportation Improvement Program (STIP) and the Transportation Asset Management Plan (TAMP).
2. ***Percent of the Interstate NHS pavement lane-miles in poor condition*** – NJDOT has adjusted the four-year target for this measure from 0.1 percent to 1.0 percent. The two-year target of 0.1 percent in poor condition was not met (0.3 percent of the Interstate NHS pavement lane-miles were in poor condition in 2023). This is due to annual data variability as discussed in the TAMP. The low baseline for the 2023 condition as well as a needed buffer for lead time required for project selection and project delivery has been incorporated into the change.
3. ***Percent of the non-Interstate NHS pavement lane-miles in good condition*** – NJDOT has

adjusted the four-year target for this measure from 43.0 to 38.0 percent. The two-year target of 41.6 percent in good condition was not met (41.5 percent of the non-Interstate NHS pavement lane-miles were in good condition in 2023). Similar to the Interstate pavement lanes miles discussed above, this is due to many of the improvements that were completed not being reflected in the performance targets because they were limited to the secondary direction of travel, which is not included in the HPMS data that FHWA uses to monitor performance measures. The target has been updated based on projections from the new baseline conditions.

4. ***Percent of the non-Interstate NHS pavement lane-miles in poor condition*** – NJDOT has adjusted the four-year target for this measure from 4.0 to 5.0 percent. The two-year target of 4.8 percent in poor condition was met (4.6 percent of the non-Interstate NHS pavement lane-miles were in poor condition in 2023). This change reflects the baseline for the 2023 condition as well as the anticipated decline in pavement condition over the next two-year timespan as discussed in the TAMP.
5. ***Percent of the NHS bridges (by deck area) in good condition*** – NJDOT has adjusted the four-year target for this measure from 23.0 to 20.5 percent. The two-year target of 21.3 percent in good condition was not met (20.3 percent of the NHS bridge deck area was in good condition in 2023). This is due to the additional funding from IJA only making modest changes due to the timeline for project delivery and the need to divert resources for an aging infrastructure to reduce fair bridges moving to the poor category.
6. ***Percent of the NHS bridges (by deck area) in poor condition*** – NJDOT has adjusted the four-year target for this measure from 6.0 to 6.7 percent. The two-year target of 6.6 percent in poor condition was met (5.7 percent of the NHS bridge deck area was in poor condition in 2023). This is due to the timeline for project delivery as discussed above and the needed repairs for an aging infrastructure. Additionally, a significant amount of New Jersey’s NHS is owned by other jurisdictions that do not all receive federal bridge and highway funds.

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

As with the previous target setting efforts, NJDOT considered the overall goal of a state of good repair, available historical trends and future projections with upcoming projects, and uncertainties about the data and project completion. These short-term targets will serve as useful benchmarks toward achieving longer-term agency goals.

**Justification for Action:** In order to comply with federal regulations, the NJTPA is required to either support the adjusted statewide targets for these six pavement and bridge performance measures or establish quantitative targets for our region. NJDOT developed these adjusted targets by examining various data sources and trends, along with established policies. Given these factors, it is appropriate for the NJTPA to support the adjusted statewide targets by agreeing to plan and program projects that help the state meet its targets.

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