



*Kathryn A. DeFillippo, Chair*  
*Mary D. Ameen, Executive Director*

**KATHRYN A. DeFILLIPPO, CHAIR**

**BOARD VIRTUAL MEETING AGENDA**

**November 8, 2021**  
**10:30 AM**

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- A. Open Public Meetings Act Compliance
- B. Roll Call
- C. Approval of Minutes
- D. Chair's Remarks
- E. Executive Director's Report
- F. Planning for 2050 Presentation: The Future of Micromobility - Shabazz Stuart, CEO, Oonee
- G. Committee Reports/Action Items\*
  - Project Prioritization – Commissioner John W. Bartlett, Chair
    1. Minor Amendment to the FY 2022 – 2025 Transportation Improvement Program to Utilize Federal Disaster Recovery and Resiliency Program Funds as Requested by the Port Authority of New York and New Jersey (Attachments G.1.a., G.1.b.)
  - Planning and Economic Development – Commissioner John P. Kelly, Chair
    2. Support for Safety Performance Measure Targets for 2022 Set by the New Jersey Department of Transportation in Collaboration with the NJTPA and Other Metropolitan Planning Organizations in New Jersey (Attachments G.2.a., G.2.b.)

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

- Freight Initiatives – Commissioner Charles Kenny, Chair

H. Public Participation

- I. Time and Place of Next Meeting: The next virtual meeting of the NJTPA will be held on January 10, 2022, 10:30 a.m. Log-in details will be provided.

J. Adjournment

**NJTPA of the Board of Trustees Meeting**  
**November 8, 2021**  
**10:30 AM**  
**(Agenda Package Attached)**

The agenda package for the November 8, 2021 Board meeting is attached. The meeting will be held via GoToMeeting. The log-in details are below. Please login 5-10 minutes early to ensure your connection works.

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If you have any questions or concerns, don't hesitate to contact me at [BMorris@NJTPA.org](mailto:BMorris@NJTPA.org) or 973-639-8410.

**Log-In Details**

**NJTPA Board Meeting**  
**November 8, 2021**  
**10:30 AM**

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## KATHRYN A. DeFILLIPPO, CHAIR

### Board Meeting Minutes

September 13, 2021

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#### A. Open Public Meetings Act Compliance

Chair Kathy DeFillippo, Morris County, called the meeting to order at 10:30 a.m. Beverly Morris, Central Staff, reported that, in accordance with the Open Public Meetings Act, Chapter 231, P.L.1975, adequate notice of this meeting 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*.

#### B. Roll Call

Ms. Morris called the roll, and 18 voting members were present. (Attachment 1).

#### D. Approval of Minutes

A motion to approve the minutes of the July 12, 2021 meeting was made by Warren County, seconded by Sussex County and carried with 16 affirmative votes. Morris and Union counties abstained

#### E. Chairman's Remarks

Chair DeFillippo said the devastating storm two weeks past was a stark and tragic reminder of how vulnerable the region remains to extreme weather that can overwhelm infrastructure and put lives at risk. She said it underscores the need for federal action to bolster infrastructure funding, which is being considered by Congress. She said the Board would be considering approval of Plan 2050, the region's long range transportation plan, an action they take every four years, and the Transportation Improvement Program (TIP), which is essentially the short-term implementation of the long range plan. She said both documents focus on improving the condition and resiliency of infrastructure and helping to meet state climate change goals. Chair DeFillippo said the Board was also being asked to approve the Air Quality Conformity Determination for both the plan and TIP, which demonstrates that the NJTPA is making transportation investments that help the region to meet the state's clean air goals. The Chair said preparing these draft documents is an enormous undertaking that includes extensive public and stakeholder engagement.

Chair DeFillippo said, although NJTPA staff have been working remotely for the last 18 months due to the pandemic, they were able to complete these core documents while engaging more members of the public than four years ago. She noted that virtual public meetings have been beneficial to expanding public participation, and despite the pandemic-driven shift from in-person to virtual meetings and events, the NJTPA still gathered input from a diverse cross-section of the region's residents, and that is reflected in the documents.

The Chair noted that the full reopening of the NJTPA offices has been rescheduled for October 18, the date set by Governor Murphy when he mandated that all state employees get vaccinated before offices reopen. She said the Governor's Authorities Unit has also instructed the NJTPA to continue holding Board and Committee meetings virtually until further notice.

Chair DeFillippo highlighted some of the goals presented in Plan 2050. The plan's theme is Transportation, People and Opportunity, and it prioritizes creating accessible and equitable transportation that addresses the needs of the travelling public, particularly low-income and minority communities. She said reducing crashes and ensuring the safety of all travelers remains a primary focus across all NJTPA policies, programs, and investments. Along with a focus on improving resilience to storms, rising sea levels, and other climate impacts, the plan continues a "fix it first" approach to repairing and maintaining the region's transportation system.

The Chair said Plan 2050 recognizes that improving transit will help the NJTPA to solve some of the region's most difficult challenges, but this requires increased funding and more stable funding mechanisms. She said it is hoped that the region will see more funding for transit in the future, particularly for a new Hudson River tunnel, which has seen increased attention at the federal level in recent months. She noted that, in late June, Transportation Secretary Buttigieg toured the existing tunnels, which were severely damaged by Superstorm Sandy, and he offered his support for a new tunnel.

Chair DeFillippo said the plan also supports active transportation such as bicycle lanes and pedestrian improvements to better connect neighborhoods to key destinations. It also calls for addressing freight infrastructure needs to prepare for the region's anticipated growth in freight volume and e-commerce.

The Chair said the full plan, a series of background papers, and the technical documents that informed its development are all available on the NJTPA website. She said she is confident that Plan 2050 sets the region on the right course for the future.

Chair DeFillippo asked for comments from NJDOT and NJ TRANSIT. Andy Swords, NJDOT, said the Department activated maintenance crews to deal with flooding and other storm-related issues in response to the impact of Hurricane Ida on the region. He said, thanks to NJDOT's quick response and hard work, all interstate highways were opened less than 12 hours after the storm began. Routes 1&9, 1 and 29, which had significant flooding, were reopened within four days.

Mr. Swords said, during the storm, NJDOT, the New Jersey Turnpike Authority and the State Police utilized the NJ 511 Connect alert system for the first time, enabling transportation

agencies to proactively text information directly to motorists who were trapped in long-term highway closures. He said the system was implemented for six instances and 1,085 people had subscribed.

Mr. Swords said nearly all identified emergency projects have been completed, and NJDOT continues to support county requests for assistance.

Jeremy Colangelo-Bryan, NJ TRANSIT, said the NewBus Newark bus system redesign for 38 routes in Newark and surrounding communities nears completion, and the robust public engagement reflects the efficiencies of the virtual meeting format. He noted that NJ TRANSIT established a resilience program after Superstorm Sandy.

Mr. Colangelo-Bryan said a National Environmental Policy Act Record of Decision on the Hudson Tunnel Project was issued in May, and it allows the project to proceed into Final Design, assuming funding is available. He said NJ TRANSIT is working closely with its partners at the Port Authority of New York & New Jersey (PANYNJ) Gateway Development Commission and others to develop a financial plan for the Federal Transit Administration's Capital Investment Grant Program. Mr. Colangelo-Bryan said NJ TRANSIT appreciates the ongoing actions taken by the NJTPA to advance the project.

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

NJTPA Executive Director Mary D. Ameen said Board approval of Plan 2050, the TIP, and the Air Quality Conformity Determination, represents the culmination of many months of staff work, in cooperation with the subregions and partner agencies. She noted that the Board was provided with a summary of comments received from over 100 individuals and organizations during the 30-day comment period conducted for the documents. She said the summary includes NJTPA responses and describes changes made to the plan to address those comments. The full text of comments received is available on the NJTPA website.

Ms. Ameen said that in addition to the comments received during the comment period, over the last year more than 2,000 people offered input on the plan through outreach events, symposiums, surveys, and other activities. In organizing these activities, the NJTPA not only followed existing best practices for conducting virtual outreach, but also developed its own best practices that have been recognized nationally for innovation. Examples include the series of TPA Tuesdays forums focusing on key issues and the final "open house" public meeting, where staff created virtual breakout rooms to engage the public and stakeholders.

Ms. Ameen said this engagement surpassed pre-pandemic numbers for the last plan, in part by removing time and distance barriers to participation. She said the NJTPA will continue to adapt to changing circumstances and show flexibility in future planning activities and outreach. She thanked all who participated. Ms. Ameen said a final polished version of the plan will be issued this fall, and it will include refined text, photos, and graphics. Videos and other educational materials on the plan and TIP will be produced as well.

Ms. Ameen said work has already commenced on initiatives in the FY 2022 Unified Planning Work Program that directly address the priorities in Plan 2050. This includes work on a regional Active Transportation Plan, an updated greenhouse gas inventory, continued work on performance measures assessing transportation equity and safety, and much more.

Ms. Ameen said the NJTPA must also be prepared to deliver projects through the TIP as part of any federal infrastructure funding measures that may come from Washington. She said the agency must also attend to many unprecedented challenges identified in Plan 2050, such as the impacts of the pandemic in altering commuting and transit use, growing threats from climate change, the need to better serve minority and low-income communities, advances in technology, and economic changes that are altering land use, logistics and the freight sector.

Ms. Ameen announced a September 14 meeting of the Multi-State Freight Working Group of the Metropolitan Area Planning (MAP) Forum. The group is composed of 10 Metropolitan Planning Organizations in New Jersey, New York, Connecticut, and Pennsylvania. She said the presentations will focus on Industrial Real Estate Trends and Considerations, including the proliferation of e-commerce facilities and the increased deliveries they generate on local roads.

#### **G. Planning for 2050 Presentation: Enhancing Resilient Supply Chains and U.S. Manufacturing**

Monica J. Gorman, Deputy Assistant Secretary for Manufacturing Industry & Analysis, International Trade Administration, Department of Commerce, provided an overview of the Department's efforts to ensure resilient and secure supply chains and the Administration's efforts to "build back better" transportation infrastructure.

Ms. Gorman said, in February, President Biden issued an Executive Order that emphasizes the United States' need for resilient, diverse, and secure supply chains to ensure economic prosperity and national security. The Executive Order mandated reports within 100 days for four critical supply chains: semiconductors, advanced batteries, pharmaceuticals, and critical minerals. She noted that semiconductors, advanced batteries, and the minerals that underpin are vital to transportation, infrastructure, and transportation manufacturing.

Ms. Gorman said the Department of Commerce led the 100-day report on semiconductors, and the report recommends that Congress support at least \$50 billion in investments to advance domestic manufacturing of leading-edge semiconductors, as well as expand capacity and memory production to support critical manufacturing, industrial, and defense applications and ensure that the next generation of semiconductors are developed and produced in the United States. She pointed out that the United States' share of global semiconductor production has dropped from 37 percent in 1992 to 12 percent today and is projected to decline further without a comprehensive strategy to support the industry.

Ms. Gorman said U.S. transportation, logistics and infrastructure are facing many challenges, and the Port of New York and New Jersey is a critical gateway for the supply chains that underpin American manufacturing. She said the Department of Commerce is keenly aware of

how today's supply chain-wide congestion crisis affects the port, and they are working with private sector companies and federal agency partners to help address them.

Ms. Gorman noted that one of the most important elements of supply chain work is stakeholder engagement, and the most direct way to be involved is to provide input to the Advisory Committee on Supply Chain Competitiveness. She noted that NJTPA staff member Anne Strauss-Wieder is a member of the advisory committee. She said the Commerce Department is grateful for the input. She also said the department will begin stakeholder consultations soon, and she encouraged all to keep an eye out for the Notice of Inquiry in the Federal Register.

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

### **Planning and Economic Development – Commissioner John P. Kelly, Chair**

Committee Vice Chair, Commissioner Sarah Sooy, Somerset County, said the Committee considered three action items at the August joint meeting. First, the Committee endorsed *Plan 2050: Transportation, People, Opportunity*, along with the accompanying Air Quality Conformity Determination. Under federal law, the NJTPA, as a Metropolitan Planning Organization, must update its long-range plan every four years to continue receiving federal transportation funding.

The Commissioner said Plan 2050 represents an important blueprint for guiding the long-term planning work of the agency and shaping future investments. She said the plan projects that by 2050, the region's population will grow by 15 percent to 7.7 million, vehicle miles of travel will grow by 11 percent, and freight movement will grow by 16 percent. To meet this growth, the plan identifies strategies and investments to fix and maintain existing road and rail networks. Commissioner Sooy said this includes the application of new technologies and expansion of transit and other travel options.

The Commissioner said the required Air Quality Conformity Determination that accompanies the plan demonstrates that regional transportation investments collectively help to improve air quality and meet the requirements of the Clean Air Act.

Commissioner Sooy said the Committee also considered the Fiscal Year (FY) 2022 Study & Development Program. The program consists of projects in the Concept Development phase, which includes planning, environmental reviews, and other activities that prepare projects to be considered for capital funding and possible inclusion in the TIP. She said 10 projects in last year's program graduated into this year's draft TIP. This year's Study & Development Program includes 19 new projects, and 75 that continue their progress in the program. Also at the meeting, the Committee approved an NJ TRANSIT CMAQ funding request for its Bike Shelter Program, and no further action is required on this.

Jared Rodriguez, Citizens' Representative, asked if Plan 2050 includes an emissions target for carbon. Lois Goldman, Central Staff, said the New Jersey Global Warming Response Act 80x50 Report, which includes emissions reduction targets, is referenced in the plan.

**Action Item 1: Approval of *Plan 2050: Transportation, People, Opportunity, the Long Range Transportation Plan* and Accompanying Air Quality Conformity Determination (Attachment 2)**

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

**Action Item 2: Approval of the FY 2022 Study and Development Program (Attachment 3)**

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

**Project Prioritization Committee – Commissioner John Bartlett, Chair**

Commissioner Bartlett reported that the Committee considered two action items at the August meeting. First, the Committee recommended approval of the NJTPA Self-Certification. The Board must self-certify the NJTPA planning process each time the TIP is adopted. This action confirms that the NJTPA complies with all relevant federal regulations and maintains the region's eligibility to receive federal transportation funding.

The Commissioner said the Committee also considered the new TIP for FYs 2022-2025, along with the required Air Quality Conformity Determination. He said nearly \$11.5 billion in investments is programmed during the four years of the TIP. In Fiscal Year 2022, approximately \$1.77 billion is programmed for highway and bridge projects and nearly \$1.25 billion for NJ TRANSIT projects and programs. In keeping with long-standing NJTPA policy, the TIP emphasizes safety and state of good repair, with more than 68 percent dedicated to the management and preservation of the transportation system.

Commissioner Bartlett noted that the Board members had received an addendum to the TIP, which shows the addition of the Port Authority's Port Street Corridor Project, as well as ferry projects in Carteret and South Amboy, both in Middlesex County. Also included in the addendum are three projects that are primarily in the Delaware Valley Regional Planning Commission region, but also have relatively small segments in Middlesex County. They are Route 1, Alexander Road to Mapleton Road; the Route 130 Bridge over the Millstone River; and the Route 130, Westfield Avenue project.

The Commissioner noted that the TIP also underwent a required Air Quality Conformity Determination, and the analysis found that the emissions impact of projects in the TIP were within the budgets set in the State Implementation Plan for addressing key pollutants.

Commissioner Bartlett said the TIP, along with Plan 2050 and the Air Quality Conformity Determination, underwent a 30-day public comment period that included an air quality workshop and public meeting on July 27. The summary of comments on the TIP and the response from NJDOT will be included in an appendix to the TIP.

**Action Item 3: Approval of the FY 2022 North Jersey Transportation Planning Authority Self-Certification** (Attachment 4)

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

**Action Item 4: Approval of the FY 2022-2025 Transportation Improvement Program and the Accompanying Air Quality Conformity Determination** (Attachment 5)

Commissioner Jason Sarnoski, Warren County, thanked Chair DeFillippo for her leadership and help with Warren County's concerns about the Route 80 Rockfall Mitigation project. He said her leadership helped bring the County to the table with NJDOT, which has begun to address the concerns at preliminary meetings. He thanked Commissioner Bartlett for his continuing support, which he said reflects the bipartisan nature of the NJTPA Board. He said Commissioner Bartlett has continued to understand and address Warren County's concerns and make sure that they were on the forefront when the TIP came before the Project Prioritization Committee. Commissioner Sarnoski said he would abstain on this action to approve the TIP because, until Warren County sees that some of the concerns are addressed, he cannot support a TIP that has the Route 80 Rockfall Mitigation Project in it.

Tara Mezzanotte, I80 DWG Coalition, thanked the Board for the opportunity to share the concerns of the residents of communities surrounding the Route 80 Rockfall Mitigation project. She thanked Commissioner Sarnoski and others involved for their continuing advocacy for getting NJDOT to address the concerns of Warren County. She said she hopes that when the TIP is revisited in two years some of the safety and visual impact issues with the project are resolved.

A motion to approve the resolution was made by Union County, seconded by Hudson County and carried with 17 affirmative votes. Warren County abstained.

**Freight Initiatives – Commissioner Charles Kenny, Chair**

Commissioner Kenny said the August meeting of the Freight Initiatives Committee focused on effective urban goods movement management practices in New York City, Washington D.C., and Washington State. He said the first speaker was Diniece Mendes, Director of Freight Mobility for the New York City Department of Transportation, who briefed the Committee on some of the city's recently deployed goods movement strategies, including a successful off-hours deliveries program. Ms. Mendes said the program encourages businesses and transportation providers to shift deliveries to between 7 p.m. and 6 a.m. to help alleviate pressure on daytime traffic and curb access. This approach has also led to cost and time savings for participating companies. In addition, New York City has introduced a cargo bike delivery program that helps to reduce the number of vans and small box trucks, and a Neighborhood Loading Zone program to help handle the pandemic-induced surge in residential deliveries.

Commissioner Kenny said the next speaker was Laura MacNeil, Freight & Urban Delivery Planner at Washington D.C.'s Department of Transportation Ms. MacNeil said the District provides over 600 loading zones and has implemented a new system under which retailers and

grocery stores can set up temporary “No Parking” signs to clear curbside access for pickups and deliveries, among other efforts.

The Commissioner said the final speaker was Andisheh Ranjbari, Director of the Urban Freight Lab at the University of Washington, who spoke about three pilot research projects: one involves installing parcel lockers at a residential tower to consolidate deliveries, reducing the delivery time for drivers by 50 percent; the second involved creating a neighborhood delivery hub in uptown Seattle incorporating lockers and electric cargo bikes; and the third was developing an app to assist delivery drivers with real time parking availability information.

Commissioner Kenny reported that, also at the meeting, Committee members learned that overall air cargo movements at Newark Liberty International Airport increased by 44 percent since January, and volumes at the port have also continued to reach new highs. He said the PANYNJ has received a \$44 million INFRA grant for the Port Street Corridor Improvement project in Newark. Members also learned that the amount of industrial real estate in the NJTPA region continues to grow rapidly, with several million square feet completed during the most recent quarter.

**I) Public Participation**

There were no comments from the public.

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

Chair DeFillippo announced that the next virtual meeting of the NJTPA will be held on Monday, November 8, at 10:30 a.m.

**K) Adjournment**

At 11:43 a.m., motion to adjourn was made by Middlesex County, seconded by NJ TRANSIT and carried unanimously.

## Attachment 1

**NORTH JERSEY TRANSPORTATION PLANNING AUTHORITY, INC.**  
**Meeting of the Board of Trustees**  
**Attendance Record: September 13, 2021**

<b>Subregion/Agency</b>	<b>Voting Members/Alternates</b>	<b>Staff &amp; Others</b>
Bergen County	Peter Botsolas	Joseph Baladi Chris Helms
Essex County	David Antonio	
Hudson County	Byron Nicholas	
Hunterdon County	Hon. Zach Rich	Katherine Fullerton
Jersey City		Elias Guseman
Middlesex County	Hon. Charles Kenny Doug Greenfeld	
Monmouth County		Joseph Ettore Shilpa Bhojappa
Morris County	Hon. Kathy DeFillippo	John Hayes Dede Murray
Newark	Phillip Scott	Trevor Howard
Ocean County	John Ernst	Mark Jehnke
Passaic County	Hon. John Bartlett	Mike Lysicatos Andras Holzmann Sal Presti
Somerset County	Hon. Sara Sooy Walt Lane	Hon. Paul Drake Ken Wedeen
Sussex County	Hon. Chris Carney Tom Drabic	
Union County	Hon. Bette Jane Kowalski	Liza Betz
Warren County	Hon. Jason Sarnoski David Dech	
Governor's Office	Jeffry Nielsen	
NJDOT	Andy Swords	
NJ TRANSIT	Jeremy Colangelo-Bryan	
Port Authority of NY & NJ	Jay Shuffield	
Citizen's Representative	Jared Rodriguez	

<b>Other Attendees</b>	
Anna Aleynick	AECOM
Neile Weissman	Complete George
Jack Kanerek	Dewberry
Sutapa Bandyopadhyay	Federal Highway Administration

Bob Werkmeister	GPI
Tara Mezzanotte	I80DWG Coalition
Ted Del Guercio	McManimon, Scotland & Baumann, LLC
Various members of Central Staff	NJTPA
Yevgeniy Galinski	NYMTC
Leslie Fordjour	NYMTC
Bethann Rooney	PANYNJ
Blair Wegescheide	PANYNJ
Luke Peterson	PANYNJ
Monica Gorman	US Dept. of Commerce
Brenda Bleacher	
Heather Sykes	
Hilary	
Jim Hess	
Lyly McFeeters	
Linda Weber	
Lynn Bass	
Vichika Iragavarapu	

**DRAFT RESOLUTION: APPROVAL OF PLAN 2050: TRANSPORTATION, PEOPLE, OPPORTUNITY, THE LONG RANGE TRANSPORTATION PLAN AND THE ACCOMPANYING AIR QUALITY CONFORMITY DETERMINATION**

**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**, the current LRTP was adopted by the NJTPA in November of 2017; and

**WHEREAS**, the updated LRTP: *Plan 2050: Transportation, People, Opportunity*, has addressed all federal planning requirements as set forth in 23 U.S.C. 450.322, and is fully consistent with the federal planning regulations guiding the metropolitan planning process; and

**WHEREAS**, consistent with NJTPA public participation procedures, the NJTPA has provided the public with opportunities for early input into the development of *Plan 2050: Transportation, People, Opportunity*, and has widely distributed the draft Plan and provided opportunities for the public to review and comment; and

**WHEREAS**, *Plan 2050* is intended to guide the NJTPA's future planning activities and investment decisions to help achieve an intermodal transportation system that facilitates the efficient movement of people and goods; and

**WHEREAS**, *Plan 2050* includes all regionally significant transportation projects for which a regional emissions analysis is required; and

**WHEREAS**, the United States Environmental Protection Agency (USEPA), under the authority of the Clean Air Act Amendments of 1990 (CAAA), has designated the northern New Jersey region as among the areas in the United States to be in non-attainment with the National Ambient Air Quality Standards (NAAQS) for ozone (measured by emissions of its precursors: nitrogen oxides (NO<sub>x</sub>) and volatile organic compounds (VOCs)) and in maintenance for fine particulate matter (PM<sub>2.5</sub>, along with its precursor, NO<sub>x</sub>), and for carbon monoxide (CO); and

**WHEREAS**, the transportation plans and programs developed by the NJTPA are required to conform to the purposes of the State Implementation Plan (SIP), as stipulated in sections 174 and 176 (c) and (d) of the Clean Air Act (42 U.S.C. 7504, 7506 (c) and (d)); and

**WHEREAS**, the Federal Highway Administration (FHWA) and the USEPA issued an updated set of regulations in September 2018 (“Final Rule”), that prescribes the necessary emissions analysis and procedures to be performed on transportation plans and programs to determine their impact on air quality; and

**WHEREAS**, the Final Rule requires that the NJTPA determine that its transportation plans and programs conform with the CAAA requirements by meeting criteria described in the Final Rule, which include a detailed Conformity Determination; and

**WHEREAS**, the Conformity Determination is the outcome of intensive modeling, interagency consultation, and a public outreach process in accordance with the prescriptions of the Final Rule; and

**WHEREAS**, the results of the required emissions analysis of *Plan 2050: Transportation, People, Opportunity* and the FY 2022 – 2025 TIP show that the implementation of the projects contained therein will result in emissions of VOC, NO<sub>x</sub>, and PM<sub>2.5</sub> in each analysis year that are less than the corresponding emissions budgets contained in the SIP, thus meeting the tests for the northern New Jersey maintenance and non-attainment areas; 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 *Plan 2050: Transportation, People, Opportunity*, its appendices, and the accompanying Air Quality Conformity Determination.

**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.

**DRAFT RESOLUTION: APPROVAL OF THE FY 2022 STUDY AND DEVELOPMENT 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 NJTPA, as part of its responsibility to establish regional investment priorities, has worked cooperatively with its member agencies in the development of NJTPA's Long Range Transportation Plan (LRTP); and

**WHEREAS**, the LRTP includes the identification of transportation needs and strategies to address them; and

**WHEREAS**, in order to develop these strategies into candidate projects for the Transportation Improvement Program (TIP), the New Jersey Department of Transportation (NJDOT), NJ TRANSIT and other sponsoring agencies must conduct Concept Development and Project Development work to prepare projects for the TIP; and

**WHEREAS**, the Fiscal Year (FY) 2022 Study and Development (S&D) Program has been developed through a cooperative planning effort based on regional priorities and subregional involvement emanating from the LRTP; and

**WHEREAS**, the NJTPA, NJDOT and NJ TRANSIT will work cooperatively to monitor the progress of all S&D projects contained in the program to ensure that these future candidates for the TIP are proceeding expeditiously; and

**WHEREAS**, the NJTPA is responsible for the development of the Unified Planning Work Program (UPWP) to guide the transportation planning process in northern New Jersey pursuant to 23 U.S.C. 134 et. seq. and 49 U.S.C. 5303-5306 et. seq.; and

**WHEREAS**, these Concept Development and Project Development work activities anticipated for FY 2022 are included in the attached S&D Program, which is included as part of Chapter IV of the UPWP; and

**WHEREAS**, the UPWP describes all transportation and transportation-related planning activities to be undertaken by NJTPA Central Staff and NJTPA member agencies; and

**WHEREAS**, the FY 2022 UPWP was approved by the NJTPA on March 8, 2021; 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 attached FY 2022 S&D Program.

**BE IT FURTHER RESOLVED** that the attached S&D Program be included in the FY 2022 UPWP as part of Chapter IV (“Other Regional Transportation Planning Activities, Section III NJTPA Study and Development Program”).

**BE IT FURTHER RESOLVED** that additions, deletions or any significant changes to the attached FY 2022 S&D Program require action of the NJTPA Board of Trustees.

**BE IT FURTHER RESOLVED** that NJDOT, NJ TRANSIT and all other sponsoring agencies shall provide status reports for the projects contained herein to the NJTPA.

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

**DRAFT RESOLUTION: APPROVAL OF FY 2022 NORTH JERSEY  
TRANSPORTATION PLANNING AUTHORITY SELF-  
CERTIFICATION**

**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 Metropolitan Transportation Planning Process in the NJTPA region is being carried out in conformity with all the requirements as set forth in the Moving Ahead for Progress in the 21<sup>st</sup> Century Act (MAP-21), the Fixing America's Surface Transportation Act (FAST Act), and other relevant federal legislation and regulations; and

**WHEREAS**, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) issued the final rule to the Metropolitan Planning regulations, effective June 27, 2016, amending 23 CFR 450 and 49 CFR 613 to incorporate revisions to the Metropolitan Transportation Planning Process, which reflect the passage of MAP-21 and the FAST Act; and

**WHEREAS**, the regulations call for a self-certification process to be established by States and MPOs; and

**WHEREAS**, 23 CFR part 450.336 specifies that concurrent with the submittal of the entire proposed Transportation Improvement Program (TIP) to U.S. Department of Transportation (USDOT) as part of the Statewide TIP (STIP) approval, MPOs shall certify that the metropolitan planning process is being carried out in accordance with all applicable requirements; and

**WHEREAS**, the NJTPA planning process is being conducted in accordance with all applicable requirements of:

- 23 U.S.C. 134 and 49 U.S.C. 5303-5306, which require a continuing, cooperative, and comprehensive transportation planning process that results in plans and programs that consider all transportation modes and supports community development and social goals;
- Sections 174 and 176(c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506(c) and (d)), and 40 CFR part 93), which require that implementation plans in metropolitan areas be in conformance with the requirements of the Clean Air Act, and require that the MPO not approve any project, program, or plan which does not conform to the aforementioned implementation plan; and
- Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000 d-1), 49 CFR part 21, and 23 CFR part 230, and the Title VI assurance executed by the State under 23 U.S.C. 324 and 29 U.S.C. 794;

- Executive Order 12898, discouraging programs, policies, and activities with disproportionately high and adverse human health or environmental effects on minority and low-income populations;
- Executive Order 13166, directing federal agencies, and recipients of federal funding, to provide meaningful language access to their services;
- 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex or age in employment or business opportunity;
- Section 1101(b) of the FAST Act (Pub. L. 114-94) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
- 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and USDOT regulations “Transportation for Individuals with Disabilities” (49 CFR parts 27, 37, and 38);
- Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- Section 324 of title 23 U.S.C., regarding the prohibition of discrimination based on gender;
- Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities;
- The provisions of 49 CFR part 20 regarding restrictions on influencing certain Federal activities; and
- All other applicable provisions of Federal Law; and

**WHEREAS**, the Congestion Management Process requirements for non-attainment Transportation Management Areas have been met; and

**WHEREAS**, the FY 2022-2025 TIP includes a financial plan and has been fiscally constrained as required by Section 450.326 of the Metropolitan Transportation Planning and Programming regulations (title 23 U.S.C part 450); and

**WHEREAS**, the Metropolitan Transportation Planning Process, as carried out by the NJTPA, complies with 23 CFR 450 and 49 CFR 5303, including the preparation of:

- a Long Range Transportation Plan (LRTP), updated and adopted by the NJTPA every four years, describing a vision for the development of the region’s transportation

infrastructure over 25 years, which includes goals and objectives, analysis of regional trends and planned improvement projects;

- a TIP, updated and adopted by the NJTPA every two years, documenting proposed projects for a four-year fiscal period so that project funding can be secured, is consistent with the LRTP, financially constrained, and developed cooperatively with member agencies including state and local transit operators; and
- a Unified Planning Work Program (UPWP), updated annually and guided by the LRTP, identifying and describing urban transportation activities, programs and projects to be undertaken during the course of the fiscal year, including sufficient detail of who will perform the work, the schedule for completing work, the resulting products, proposed funding and a summary of the total amounts of federal and matching funds; and

**WHEREAS**, the Metropolitan Transportation Planning Process, as carried out by the NJTPA, includes:

- a performance-based planning approach to transportation decisions integrated into the development of the LRTP, TIP, Congestion Management Process, and other appropriate regional planning documents through coordination with state and federal partners for the development of performance measures and targets;
- project selection guidelines meant to ensure that the federal funds spent in the region support federal transportation goals and the region's LRTP, which are periodically reviewed and updated;
- consideration of air quality requirements;
- technical activities to the degree appropriate for the area and complexity of its transportation problems;
- identification of low-income and minority populations within the planning area to consider effects of the NJTPA planning process;
- a Public Engagement Plan, documenting how the NJTPA involves the public in transportation planning processes and how the agency gathers, processes, and uses public input when creating plans, with particular consideration to the needs of the traditionally underserved, such as low-income and minority households;
- documented procedures to address complaints related to Title VI of the Civil Rights Act of 1964, American Disabilities Act, and related statutes in compliance with federal regulation; and
- an annual listing of obligated transportation projects for which federal funds have been given in the preceding year, including bicycle and pedestrian projects; and

**WHEREAS**, the Metropolitan Transportation Planning Process in the NJTPA region covers, at a minimum, the urbanized area and the area likely to be urbanized in the period covered by the LRTP; and

**WHEREAS**, the responsibilities and procedures for carrying out a cooperative process have been identified in detail in the NJTPA UPWP, which incorporates planning activities to be undertaken by local governmental units, Transportation Management Associations, NJDOT, NJ TRANSIT, and the Port Authority of New York and New Jersey (PANYNJ); and

**WHEREAS**, the NJTPA complies with the NJDOT Disadvantaged Business Enterprises (DBE) policy as a recipient of NJDOT planning funds; and

**WHEREAS**, the NJTPA's Technical and Policy Committees include elected officials, providers of major modes of transportation, and appropriate state officials; and

**WHEREAS**, all NJTPA member agencies, NJDOT, NJ TRANSIT, PANYNJ, and the subregions, have endorsed, and agreed to the conduct of such activities as listed in the UPWP; 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 certifies that the requirements listed herein which govern the Metropolitan Transportation Planning Process in northern New Jersey are met in accordance with all the applicable Federal requirements.

**BE IT FURTHER RESOLVED**, that copies of this resolution be forwarded to the New Jersey Department of Transportation, NJ TRANSIT, and the New Jersey Department of Environmental Protection, for official submission to the Federal Highway Administration, Federal Transit Administration, and U.S. Environmental Protection Agency.

**DRAFT RESOLUTION: APPROVAL OF THE FY 2022-2025 TRANSPORTATION IMPROVEMENT PROGRAM AND THE ACCOMPANYING AIR QUALITY CONFORMITY DETERMINATION**

**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 Statewide and Metropolitan Planning Regulations (23 CFR Part 450 and 49 CFR Part 613) require that regional transportation plans and programs be developed by MPO's, approved by the Governor, and reviewed by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA); and

**WHEREAS**, NJTPA has certified that the transportation planning process has been conducted in a manner meeting the requirements of all appropriate federal regulations; and

**WHEREAS**, citizens, private transportation providers and all interested parties have had an opportunity to participate and have their views considered in the development and adoption of the Transportation Improvement Program (TIP); and

**WHEREAS**, this four-year TIP was developed based on the requirements as set forth in the Fixing Americas Surface Transportation (FAST) Act and other relevant federal legislation and regulations; and

**WHEREAS**, in order to comply with federal regulations for federal funding, the TIP is fiscally constrained; and

**WHEREAS**, the TIP is consistent with regional and state plans and policies; and

**WHEREAS**, the projects contained in the Fiscal Years (FY) 2022-2025 TIP represent the region's priorities as set forth in the Long Range Transportation Plan (LRTP) for northern New Jersey; and

**WHEREAS**, this TIP includes Special Efforts for Senior and Disabled Persons as required by the Americans with Disabilities Act; and

**WHEREAS**, the NJTPA has incorporated air quality activities, as set forth in the Clean Air Act Amendments of 1990 (CAAA), into the ongoing planning process from which this TIP was developed; and

**WHEREAS**, the U.S. Environmental Protection Agency (USEPA), under the authority of the CAAA, has designated the northern New Jersey region as among the areas in the United States to be in non-attainment with the National Ambient Air Quality Standards (NAAQS) for ozone (measured by emissions of its precursors: nitrogen oxides (NO<sub>x</sub>) and volatile organic

compounds (VOCs)), in maintenance for fine particulate matter (PM<sub>2.5</sub>), and in maintenance for carbon monoxide (CO); and

**WHEREAS**, the transportation plans and programs developed by the NJTPA are required to conform to the purposes of the State Implementation Plan (SIP) as stipulated in sections 174 and 176 (c) and (d) of the Clean Air Act (42 U.S.C. 7504, 7506 (c) and (d)); and

**WHEREAS**, the Federal Highway Administration (FHWA) and the USEPA issued an updated set of regulations in September 2018, known as the “Final Rule,” that prescribes the necessary emissions analysis and procedures to be performed on transportation plans and programs to determine their impact on air quality; and

**WHEREAS**, the Final Rule requires that the NJTPA determine that its transportation plans and programs conform with the CAAA requirements by meeting criteria described in the Final Rule, which include a detailed Conformity Determination; and

**WHEREAS**, the Conformity Determination is the outcome of intensive modeling, interagency consultation, and a public outreach process in accordance with the prescriptions of the Final Rule; and

**WHEREAS**, the results of the required emissions analysis of the LRTP (Plan 2050: Transportation, People, Opportunity) and the FY 2022-2025 TIP show that the implementation of the projects contained therein will result in emissions of VOCs, NO<sub>x</sub>, and PM<sub>2.5</sub> in each analysis year that are less than the corresponding emissions budgets contained in the SIP, thus meeting the tests for the northern New Jersey non-attainment and maintenance areas; 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 FY 2022-2025 Transportation Improvement Program and the accompanying Air Quality Conformity Determination.

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

Attachment G.1.

**DRAFT RESOLUTION: MINOR AMENDMENT TO THE FY 2022 – 2025  
TRANSPORTATION IMPROVEMENT PROGRAM TO  
UTILIZE FEDERAL DISASTER RECOVERY AND  
RESILIENCY PROGRAM FUNDS AS REQUESTED BY  
THE PORT AUTHORITY OF NEW YORK AND 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 2022 – 2025 Transportation Improvement Program (TIP) on September 13, 2021; and

**WHEREAS**, on September 24, 2012, the NJTPA 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 above a specified threshold are added to a project, when a project programmed with federal funds is added to the TIP, when federal funds are deleted from a project, or when the construction phase of work is moved out of the constrained years of the TIP, and a new air quality conformity determination is not required, this constitutes a minor amendment; and

**WHEREAS**, the Port Authority of New York and New Jersey has requested the utilization of Disaster Recovery and Resiliency Program funds (Sect 5324), available from unobligated prior year balances, for the Concrete Sea Wall East of Harrison Car Maintenance Facility (DB# PA1424) and Harrison Car Maintenance Facility Automatic Flood Barrier (DB# PA1423) projects; and

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

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

**WHEREAS**, the FY 2022 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 2022 – 2025 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 and the Federal Transit Administration.

## Summary of Action

### **Minor Amendment to the FY 2022 - 2025 Transportation Improvement Program to Utilize Federal Disaster Recovery and Resiliency Program Funds as Requested by the Port Authority of New York and New Jersey**

**Action:** In order to advance the following projects, the Port Authority of New York and New Jersey (PANYNJ) has requested amending the FY 2022 – 2025 Transportation Improvement Program (TIP) to program federal funds.

**Background:** According to the *TIP Memorandum of Understanding*, when a project or program is added to the TIP, or when federal funds are added to a project where none are currently programmed, 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 NJTPA Board of Trustees.

The PANYNJ requests the programming of federal Disaster Recovery and Resiliency Program funds (available from unobligated prior year balances of Federal Transit Administration (FTA) Section 5324, Public Transportation Emergency Relief Program funds) and PANYNJ matching funds for the following projects. These projects, and their respective funds, were programmed in the FY 2020 – 2023 TIP but could not be obligated prior to the FTA's cutoff date for year-end financial transactions in their grant award management system.

These projects are exempt from an air quality conformity determination and do not impact the current conformity determination. The attached documents provide further details on the projects.

- **Concrete Sea Wall East of Harrison Car Maintenance Facility, Hudson County (DB# PA1424)**  
This project is ready to be authorized for construction and, therefore, must be amended into the current TIP for FFY 2022. Federal funds are available from unobligated balances from FFY 2021. *(Utilizing Section 5324 funds in the amount of \$3.166 million in FFY 2022 and PANYNJ funds in the amount of \$0.352 million in FFY 2022)*
- **Harrison Car Maintenance Facility Automatic Flood Barrier, Hudson County (DB# PA1423)**  
This project is ready to be authorized for construction and, therefore, must be amended into the current TIP for FFY 2022. Federal funds are available from unobligated balances from FFY 2021. *(Utilizing Section 5324 funds in the amount of \$3.166 million in FFY 2022 and PANYNJ funds in the amount of \$0.352 million in FFY 2022)*

**Justification for Action:** Approval of these minor amendments to the FY 2022 – 2025 TIP will allow the funds to be secured and the projects to advance.

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

PENDING ACTION

# NJTPA

## Transportation Improvement Program Fiscal Years 2022 - 2025

**Routes:** Mileposts: N/A DBNUM: PA1424

**Name:** Concrete Sea Wall East of Harrison Car Maintenance Facility

PANYNJ will receive funding to construct a concrete sea wall to protect PATH tracks near the Passaic River.

**Counties:** Hudson

**Municipalities:** Harrison Town

**Project Type:**

**RCIS Category:** Transit Preservation

**Sponsor:** PANYNJ

**Est. Total Project Cost:** (Million)

**TIP:**

*PENDING*

FY 2022 - 2025 TIP Cost: (Million) \$3.518

Unconstrained  
Information Year

MPO	PHASE	SOURCE	2022	2023	2024	2025	2026-2031
NJTPA	CON	PANYNJ	\$0.352				
NJTPA	CON	SECT 5324	\$3.166				
			\$3.518				

PENDING ACTION

# NJTPA

## Transportation Improvement Program Fiscal Years 2022 - 2025

**Routes:** Mileposts: N/A DBNUM: PA1423

**Name:** Harrison Car Maintenance Facility Automatic Flood Barrier

PANYNJ will receive funding to construct an automated flood barrier at the Harrison Car Maintenance Facility, which was significantly damaged by Hurricane Sandy. This site is currently protected by temporary barriers. Total eligible amount is \$ 19,815,200. The FTA share is \$ 14,861,400. The PANYNJ share is \$ 4,953,800.

**Counties:** Hudson

**Municipalities:** Harrison Town

**Project Type:**

**RCIS Category:** Transit Preservation

**Sponsor:** PANYNJ

**Est. Total Project Cost: (Million)**

**TIP:**

*PENDING*

FY 2022 - 2025 TIP Cost: (Million) \$3.518

Unconstrained  
Information Year

MPO	PHASE	SOURCE	2022	2023	2024	2025	2026-2031
NJTPA	CON	PANYNJ	\$ .352				
NJTPA	CON	SECT 5324	\$3.166				
			\$3.518				



**DRAFT RESOLUTION: SUPPORT FOR SAFETY PERFORMANCE MEASURE TARGETS FOR 2022 SET BY THE NEW JERSEY DEPARTMENT OF TRANSPORTATION IN COLLABORATION WITH THE NJTPA AND OTHER METROPOLITAN PLANNING ORGANIZATIONS IN NEW JERSEY**

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

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

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

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

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

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

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

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

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

to expiration of the review period the Governor shall approve same, in which case the action shall become effective upon such approval; and

**NOW, THEREFORE, BE IT RESOLVED**, that the NJTPA hereby supports the 2022 statewide targets for each of the safety performance measures set by NJDOT from the National Performance Management Measures: Highway Safety Improvement Program (HSIP); Final Rule (23 CFR 490); and

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

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

## Summary of Action

### **Support for Safety Performance Measure Targets for 2022 Set by the New Jersey Department of Transportation in Collaboration with the NJTPA and Other Metropolitan Planning Organizations in New Jersey**

**Action:** Support for Safety Performance Measure targets for 2022 set by the New Jersey Department of Transportation (NJDOT) in collaboration with NJTPA and other metropolitan planning organizations (MPOs) in New Jersey. The NJTPA will program projects that help the state meet these targets.

**Background:** The Federal Highway Administration (FHWA) established national performance measures for the purpose of carrying out the Highway Safety Improvement Program (HSIP) and for state Departments of Transportation (DOTs) and 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 safety performance measures are the five-year rolling averages of:

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

These measures include crashes on all public roads regardless of functional classification or ownership (but not on private property).

In August 2021, NJDOT set annual targets for the calendar year 2022 in its HSIP Annual Safety Report (ASR) submitted to FHWA. The NJTPA is required to establish targets 180 days after NJDOT. For each of the five performance measures, the NJTPA can either establish a specific numeric target for the NJTPA region or agree to plan and program projects that support the attainment of the state target. The NJTPA action is to be reported to NJDOT and must be available to FHWA upon request.

NJDOT's statewide safety targets for the five measures were established based on a collaborative process with the New Jersey Division of Highway Traffic Safety and the three New Jersey MPOs. The targets were set after analyzing past trends in crash data and are consistent with New Jersey's statewide long-term safety vision ("Towards Zero Deaths"), and the associated 2020 Strategic Highway Safety Plan (SHSP) near-term goal of reducing the five-year average number of fatalities, serious injuries, and total injuries each by 14 percent from 2020 to 2025 (amounting to a 3 percent per year reduction).

Target-setting this year was particularly challenging, given both the switch in reporting for serious injuries starting in 2019 (as discussed last year, and expanded on further below), and the impacts of the COVID-19 pandemic (reflected in changes in travel behavior). (The 2019 serious injuries reporting change will continue to complicate safety trend analysis for another year while it remains part of the five-year averaging.)

The pandemic led to a decrease in vehicle miles traveled (VMT) but an unexpected increase in fatalities in New Jersey, with similar trends nationwide. This means that the modest 5 percent increase in traffic fatalities (from 559 traffic fatalities in 2019 to 586 traffic fatalities in 2020), combined with an estimated 20 percent decrease in VMT, resulted in a large increase in the rate of fatalities per VMT of over 30 percent (from 0.71 deaths per 100 million VMT in 2019 to an estimated 0.93 deaths per 100 million VMT in 2020).

For serious injuries, the pattern was somewhat different, with an estimated 20 percent drop from 3,047 serious injuries in 2019 to an estimated 2,423 serious injuries in 2020. The pandemic impact on the serious injury rate was very slight, with a 1 percent drop from 3.90 serious injuries per 100 million VMT in 2019 to an estimated 3.86 serious injuries per 100 million VMT in 2020.

Because 2020 was an anomalous year, the target-setting group faced unique challenges and previous target-setting methods (using trends and models) were deemed insufficient. The group decided to take guidance from the SHSP's goal to reduce fatalities and serious injuries to what amounts to 3 percent per year.

However, a simple 3 percent per year reduction in serious injuries was deemed insufficient. As noted above, the group agreed that the number of serious injuries (both total and non-motorized) during 2020 was not likely to be reflective of post-pandemic conditions (with the total serious injuries being uncharacteristically low and the non-motorized serious injuries being uncharacteristically high).

As such, the group decided to project annual reductions in serious injuries relative to a baseline reflective of pre-pandemic conditions. To do so, data was drawn from the twelve-month period preceding travel restrictions. The projected 3 percent annual reduction in serious injuries was applied to these values.

The 2022 targets (representing the 2018–2022 five-year averaging period) by necessity show increases over the 2016–2020 (baseline) averages for measures that include serious injuries. As noted in the table footnotes below, this is as a result of the required update to the injury classification scheme. Note, however, that all of the targets set a 2022 goal for a *reduction* in the annual fatalities and serious injuries, both total and non-motorized (compared to pre-pandemic values).

The 2020 baseline and 2022 targets are shown in the following table.

## New Jersey Statewide 2020 Baseline and 2022 Targets for Safety Performance Measures

<b>PERFORMANCE MEASURE</b>	<b>2020 BASELINE</b> <i>2016–2020 (5 YEAR ROLLING AVERAGE)</i>	<b>2022 TARGET</b> <i>2018–2022 (5 YEAR ROLLING AVERAGE)</i>
<b>Number of Fatalities</b>	586.6	565.0 <sup>c</sup>
<b>Fatality Rate</b>	0.792 <sup>a</sup>	0.766 <sup>c,d</sup>
<b>Number of Serious Injuries</b>	1,782.1 <sup>b,g</sup>	2,537.2 <sup>e,g</sup>
<b>Serious Injury Rate</b>	2.442 <sup>a,b,g</sup>	3.440 <sup>d,e,g</sup>
<b>Number of Non-Motorized Fatalities and Serious Injuries</b>	585.0 <sup>a,b,g</sup>	754.1 <sup>f,g</sup>

<sup>a</sup> Based on estimated VMT for 2020 (from FHWA Traffic Volume Trends—[https://www.fhwa.dot.gov/policy/information/travel\\_monitoring/tvt.cfm](https://www.fhwa.dot.gov/policy/information/travel_monitoring/tvt.cfm)—equivalent to 80% of 2019 VMT), as final data not yet available.

<sup>b</sup> Based on projected Serious Injuries for 2020 as of March 31, 2021, as final data not yet available.

<sup>c</sup> Based on a projected overall decrease of 3% per year in annual fatalities, from 585 in 2020 to 550 in 2022.

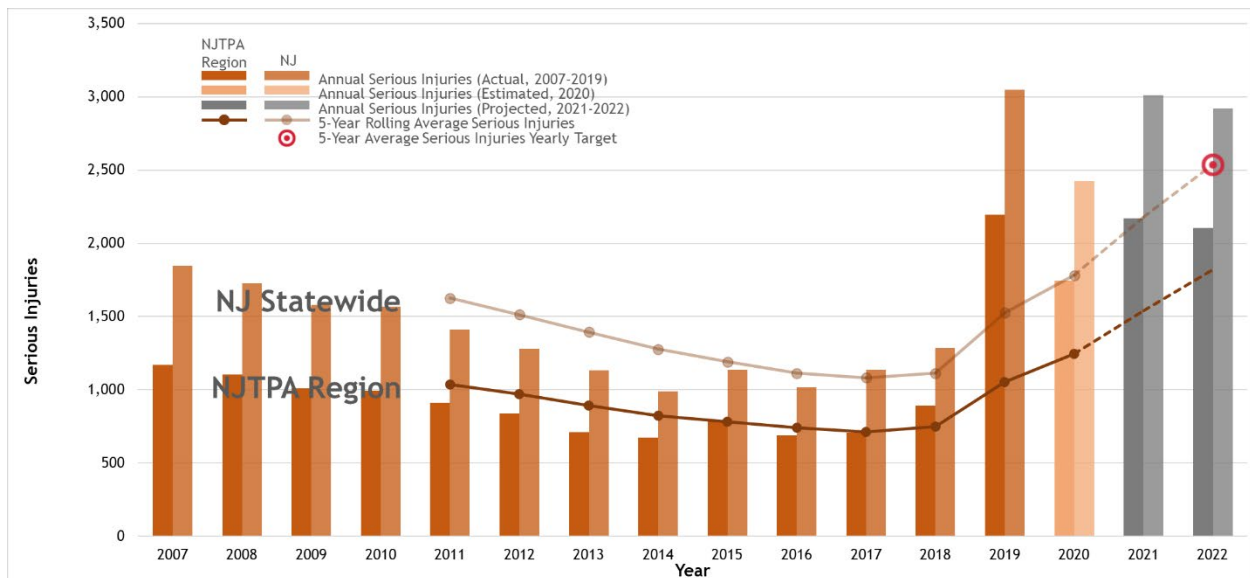
<sup>d</sup> Due to the pandemic, VMT in 2021 was projected to be 95% of 2019 VMT, and VMT in 2022 was projected to be the same as 2019's VMT.

<sup>e</sup> Based on a projected overall decrease of 3% per year in annual serious injuries, from an estimated 3,104 (for April 2019 through March 2020—the most recent twelve months prior to the pandemic) to 2,921 in 2022.

<sup>f</sup> Based on a projected overall decrease of 3% per year in annual non-motorized fatalities—from 197 in 2020 to 185 in 2022—and a decrease of 3% in annual non-motorized serious injuries—from a projected 658 for April 2019 through March 2020 (the most recent twelve months prior to the pandemic), to 619 in 2022.

<sup>g</sup> Beginning in 2019, New Jersey updated the police crash report to be consistent with the federally required classifications (Killed, Suspected Serious Injury, Suspected Minor Injury, Possible Injury, and No Apparent Injury). As a result of this change, injuries not previously attributed to the serious injury classification are now included in the serious injury numbers for 2019 and later. For example, a crash victim with a broken arm that would have been classified as a Moderate Injury in 2018 and earlier, is now classified as Suspected Serious Injury. As a result, New Jersey saw an increase in reported serious injuries due to the changes in reporting. The increase creates a challenge in predicting anticipated totals for future years as well. In fact, the annual number of injuries identified as “serious injuries” statewide more than doubled from 2018 to 2019, from 1,284 serious injuries in 2018 to 3,047 in 2019. While the number of estimated serious injuries in 2020 reduced to approximately 2,423, this is assumed to be as a result of travel reductions caused by the COVID-19 pandemic. A similar pattern was seen for non-motorized serious injuries, which increased from 234 in 2018 to 630 in 2019. However, non-motorized serious injuries increased further in 2020 to an estimated 697 (presumably due to increased non-motorized travel during the pandemic). Because the baseline period (2016-2020) only includes two years with the new classification scheme, while the target period (2018-2022) includes four years with the new classification scheme, the targets for the three measures that include serious injuries (number of serious injuries, serious injury rate, and number of non-motorized fatalities and serious injuries) exhibit a large increase above the baseline.

The vertical bars in the following chart show the projected annual reductions for serious injuries, with projected number of serious injuries declining from 2019 to 2022. The lines show how the five-year average values increase (resulting from the switch in reporting from 2018 to 2019). Note that annual serious injuries for 2020 are uncharacteristically low, presumably due to travel restrictions during the pandemic.



Progress toward the 2022 targets will be assessed in 2023. While the NJDOT can face fiscal restrictions for not meeting or making substantial progress toward meeting their statewide safety targets, no specific regulatory penalties apply to MPOs. The ramifications of not meeting statewide targets were factored into the decision-making process for establishing the targets.

For earlier 2020 targets (set by NJDOT and endorsed by the NJTPA in 2019), it appears from preliminary data that New Jersey in fact did not “meet or make significant progress” on all five performance measures. As noted earlier, the serious injuries “increases” are largely understood due to the data reporting changes, but the 2020 fatality rate during the pandemic was certainly not anticipated. In any case, NJDOT will likely have to: (1) submit an HSIP Implementation Plan for FFY 2023 by June 30, 2022, and (2) use obligation authority equal to its FFY 2019 HSIP apportionment solely for HSIP projects in FFY 2023. FHWA’s formal determination will not be finalized until December 2021 and reported to NJDOT by March 2022.

**Justification for Action:** The NJTPA is required to establish 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 the attainment of the state targets. Despite the myriad challenges faced this year, the statewide safety targets were developed in collaboration with NJTPA staff based on an analysis of historic crash data and reflect the long-term goal of the SHSP to reduce serious injuries and fatalities annually by an average of 3 percent. Given these factors, it is appropriate for the NJTPA to support the New Jersey 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.