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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

September 9, 2024

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 by Friday, September 6.

- 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: FIFA World Cup 2026 Planning Update – Jeremy Colangelo-Bryan, Chief Planner, NJ TRANSIT
- H. Committee Reports/Action Items*
 - Project Prioritization – Commissioner Charles Kenny, Chair
 - Planning and Economic Development – Commissioner Jason Sarnoski, Chair
 1. FY 2025 Unified Planning Work Program (UPWP) Modification (Attachments H.1.a, H.1.b)
 2. Adjusted Percent Non-Single Occupant Vehicle Travel Target for the Philadelphia Urbanized Area (Attachments H.2.a, H.2.b)

- Freight Initiatives Committee - Commissioner Stephen Shaw, Chair

- I. Public Participation

- J. Time and Place of Next Meeting: The next meeting of the NJTPA will be held in-person on November 12, 2024, 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
July 8, 2024

A. Open Public Meetings Act Compliance

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

B. Salute to the Flag

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

C. Roll Call

Mr. Ritter called the roll. Eighteen voting members attended the in-person meeting. (Attachment 1).

D. Approval of Minutes

A motion to approve the minutes of the May 13, 2024, meeting was made by Warren County, seconded by Middlesex County, and carried unanimously.

E. Chair's Remarks

The Chair thanked the New Jersey Department of Transportation (NJDOT) for meeting with him and other Ocean County officials in Toms River last month to discuss Route 9. He expressed appreciation for Commissioner Francis O'Connor and Assistant Commissioner Joseph Bertoni taking the time to listen to the county's concerns. He said that while addressing congestion on Route 9 will not be easy, he is hopeful the state will explore potential solutions. He noted that aside from the Garden State Parkway, Route 9 is the only north-south artery that runs the length of Ocean County, and it serves as an emergency evacuation route.

He said he appreciates David Behrend participating in the meeting, and speaking to the Ocean County Mayors Association earlier that same day about the variety of technical assistance programs the NJTPA has that can help municipalities advance complete streets, improve pedestrian safety, and create vibrant places.

He said today's presentation by Professor June Williamson, Director of Programs in Graduate Architecture at the Bernard and Anne Spitzer School of Architecture at the City College of New York, is the first in a series of speakers the Board will be hearing from over the next year related to the NJTPA's Long Range Transportation Plan update.

Turning to the agenda, he noted the high number of action items being voted on. In addition to awarding Safe Routes to School funding, the Board is also being asked to consider amendments to the Transportation Improvement Program to add federal funds to a variety of programs and projects sponsored by NJDOT or NJ TRANSIT. He said by allocating these funds to specific programs and projects prior to the end of the fiscal year, it enables the state to seek additional funds through the Federal Highway Administration's (FHWA's) August redistribution process.

On the topic of federal funding, the Chair noted the Gateway Development Commission has secured a historic \$6.8 billion full funding grant agreement with the Federal Transit Administration for the Gateway Tunnel Project. This means the Gateway Development Commission can award construction contracts to start work later this summer on this critical project, which is great news for the region.

He also shared that Harvey Cedars hosted the kickoff for the summer Street Smart NJ pedestrian safety campaigns along Long Beach Island in his home county. Harvey Cedars has been working with the county to make safety improvements along Long Beach Boulevard, which lacked sidewalks. These infrastructure improvements, combined with the public education campaign, he said, will help make streets safer, particularly during the busy summer months when thousands of people head to the state's beaches each day.

The NJTPA, he said, is always looking for communities to get involved in Street Smart NJ to help promote pedestrian safety. Visit BeStreetSmartNJ.org to learn more about this program.

The Chair asked if NJDOT had a report for the Board. Eric Powers, NJDOT, thanked the NJTPA and NJ TRANSIT for working with NJDOT to prepare all the actions before the Board related to the August redistribution process. He said the actions are not academic and result in real work being done in the state. He said that NJDOT Commissioner O'Connor issued a press release the morning of the Board meeting noting that the agency set a record with its capital program for the fiscal year that ended June 30 – awarding 115 projects valued at \$1.245 billion – demonstrating the Murphy Administration's commitment to infrastructure investment.

The Chair asked if NJ TRANSIT had a report. Lou Milan, NJ TRANSIT, provided a quick update on ridership.. He said the agency's recovery in ridership since the COVID downturn is much better than most transit agencies. The rail system has regained about two out of three former riders, while the bus system has regained about nine out of 10. As of last month, light rail had exceeded prior ridership. The problem is, he said, NJ TRANSIT is such a large agency that even relatively small increments of lost riders have a significant revenue impact.

In response to a question from the Chair, the Port Authority said it had no report to the Board.

F. Executive Director's Report

As referenced by the Chair, Mr. Behrend noted the Board has a full agenda and several of our actions will enable the state to seek additional funds through the FHWA's August redistribution process. This process allows states to use federal funds that other states leave on the table at the end of the federal fiscal year, September 30. These funds can then be applied to projects that have undergone the required design, engineering, and other preparation needed to gain federal authorization.

This is the second year in a row that New Jersey is in a position to gain these funds – made possible through the hard work and coordination among the NJTPA, NJDOT, and NJ TRANSIT staffs. He thanked Mr. Powers at NJDOT and Jeremy Colangelo-Bryan at NJ TRANSIT and their staffs, as well as the NJTPA staff for a job well done.

The other action item on the agenda, approval of Safe Routes to School awards, also involved close coordination with NJDOT as well as staff at the state's other two metropolitan planning organizations (MPOs). He thanked all for their hard work on this as well.

With the close of the state fiscal year on June 30, he said, some year-long planning efforts have wrapped up. This includes an update to PRIME, the NJTPA's online library of study findings, and two Vibrant Places Program technical assistance projects conducted with the Alan M. Voorhees Transportation Center at Rutgers University, one in Prospect Park and one in Asbury Park. He said these are two great examples of the sort of planning technical assistance the NJTPA is providing to municipalities.

He shared another success story from the Vibrant Places Program in which Perth Amboy recently broke ground on a new pocket park on a parcel of vacant land in its business district. This was supported by a grant from the state Department of Community Affairs' Neighborhood Preservation Program, based on planning work previously completed through the Vibrant Places Program, which the NJTPA funded.

At the subregional level, he said five studies funded through the NJTPA's Subregional Studies Program have also been completed in Somerset County, Jersey City, Monmouth County, Newark and Passaic County. Final reports for these studies will be posted to the NJTPA website shortly.

He said, in the last fiscal year, staff also began working on the Long Range Transportation Plan update, which the Board will be adopting in September 2025. The theme is Connecting Communities. In the coming months, the NJTPA will have consultants on board to help guide public outreach efforts and to help develop the plan's financial element.

Over the next year, there will be opportunities for Board members and subregional staff to get directly involved and shape the plan, including outreach meetings and events held around the region. Staff are planning a visioning session for Board members in the early fall. He said he hopes everyone can find ways to participate in developing the federally mandated plan.

He also said work continues on several planning efforts already underway, including updating the Regional Capital Investment Strategy and the Congestion Management Process, both of which will inform the next long-range plan.

There have been several public meetings for NJTPA-funded efforts being led by subregions in recent weeks. One example is Passaic County's meeting on proposed safety improvements to Allwood Road in Clifton, funded through the NJTPA's Local Safety Program, which Commissioner Bartlett participated in late last month.

These and a variety of other planning activities are referenced in the Central Staff Highlights provided to the Board last Wednesday. He said a few recent activities are worthy of note.

In May, for the first time, the NJTPA had a booth at the New Jersey Conference of Mayors, where staff presented and promoted the municipal technical assistance offered through various programs.

The Morris Canal Working Group held its spring virtual meeting on May 22.

NJTPA staff discussed transportation and housing needs with our young adult advisory group, UpNext North Jersey. The group also joined staff from the NJTPA and the Voorhees Transportation Center in Prospect Park for a pop-up parklet demonstration on May 11, in connection to the Vibrant Places project.

He noted that the NJTPA recently updated the *InTransition* magazine website at intransitionmag.org with a series of articles about electric bikes, and the opportunities and challenges they present for communities.

Finally, he said that at the next Board meeting in September, staff will be asking the Board to modify the work program for the fiscal year that began July 1. Like the actions the Board was being asked to take related to the August redistribution, these changes will allow the NJTPA to program unexpended funds that would otherwise have to be returned to the federal government.

He said staff have been coordinating with NJDOT and the FHWA to get approval to use these funds for a variety of things, including moving up a website upgrade planned for fiscal year 2026 and supporting the ongoing planning and development of a new train station in Newark's Dayton neighborhood for Newark Liberty International Airport.

G. Presentation: Building Better Places: Urban Design Strategies for a Connected Region – June Williamson, Professor and Director of Programs in Graduate Architecture, The City College of New York

The Chair introduced Professor June Williamson who he said is an internationally recognized expert on retrofitting suburban areas for redevelopment. Professor Williamson said her presentation, "Building Better Places: Urban Design Strategies for a Connected Region," encapsulates over two decades of

research dedicated to retrofitting suburbia. She said suburban areas, traditionally designed for automobile dependency, need urgent transformation to enhance social equity and resilience against climate change. This transformation requires active participation from architects, landscape architects, planners, developers, and other stakeholders to reimagine and reshape commercially zoned suburban areas. Professor Williamson introduced three strategies for suburban retrofitting: redevelopment, reinhabitation and regreening.

Redevelopment, she said, focuses on urbanizing select nodes by increasing density, walkability, transit readiness, and mixed-use development. An illustrative example is Mizner Park in Boca Raton, Florida, where a failing shopping mall was transformed into a vibrant urban space with lasting appeal. Mizner Park's success demonstrates the potential longevity and resilience of redeveloped spaces compared to their predecessors. Another example is the redevelopment project in Wayzata, Minnesota, where a former shopping mall site was transformed from a landscape of standalone box stores and vast asphalt parking lots into a mixed-use community with green roofs, a central lawn for gatherings, and underground parking. The redevelopment strategy often involves significant demolition and de-paving to replace outdated, auto-centric designs with more sustainable, human-centric urban forms, she said.

Professor Williamson said reinhabitation emphasizes the adaptive reuse of existing, often vacant, buildings for community-serving purposes. This approach is inherently sustainable, as reusing buildings typically has a lower environmental impact than new construction. In Maplewood, Minnesota, a former Days Inn motel was converted into memory care housing, providing a valuable community resource. Similarly, an office building in Silver Spring, Maryland, was transformed into a co-housing complex, turning a car parking court into a lushly landscaped space with geothermal wells and a green roof. Another significant example is the Highland Mall in Austin, Texas, which was converted into a community college campus. These adaptive reuse projects not only repurpose underutilized properties but also inject new life and functionality into suburban landscapes, making them more resilient and vibrant, she said.

The last strategy, regreening, involves introducing parks, plazas, and green spaces into suburban settings and restoring wetlands, ecologies, and wildlife corridors, she said. A notable example is the transformation of a strip mall in Phalen, Minnesota, into affordable housing with lakefront access, incorporating significant ecological restoration. In Meriden, Connecticut, the Meriden Green project replaced an urban renewal-era shopping mall with a stormwater basin, restored creek, and a rebuilt transit station. These regreening efforts often complement redevelopment projects, combining ecological restoration with new housing and community amenities to create more sustainable and attractive environments, she said.

Professor Williamson emphasized that these strategies are not mutually exclusive and can be combined for greater impact. The potential for large-scale impact is illustrated by a Boston Metropolitan Area Planning Council study, which concluded that redeveloping just 10 percent of the region's strip malls

could meet the area's entire projected housing demand. This finding underscores the transformative potential of suburban retrofitting, including taking advantage of vast opportunities present in underutilized suburban commercial properties, in creating sustainable, resilient, and multi-centered urban structures. The long-term vision for suburban retrofitting, she said, is to create multi-centered urban structures that are not only more sustainable but also foster a sense of community and interconnectedness among residents.

Several Board members asked questions following the presentation. Commissioner Michèle Delisfort, Union County, pointed out that North Jersey is one of the most densely populated states and that the redevelopment initiatives undertaken in urban areas are moving into suburban corridors. While these redevelopment efforts often recommend how to make a project green, there are no mandates for developers to do so. She asked about other strategies to address this.

Professor Williamson responded that often this involves project-by-project review and getting designers in the room who can help modify redevelopment plans. She said developers often want open space because it will help market their project and the key is how to configure it. She said overlay zoning was used in the Miami region, where each lot was required to have a percentage of open space connecting to a certain location to line up with open space on adjacent lots, creating a larger collective space. She also said the any kind of stormwater design has the potential for creating a green or an open space opportunity.

Commissioner Stephen Shaw, Morris County, said the three strategies are great. He said he is on the development side of things in northern New Jersey and the state has a complex multi-jurisdictional land use process to go through, including home rule by municipalities over-laid on other requirements. He noted there were no New Jersey examples in the presentation. He asked whether the projects often require government or other subsidies?

Professor Williamson said there is one New Jersey project in her new book, *Bell Works*, which Commissioner Shaw said he was familiar with. Professor Williamson said such projects often require some kind of subsidy or incentive, which make them different from greenfield redevelopments. They require significant pre-development planning, but this has dividends in terms of reducing the kind of infrastructure required to support previous suburban sprawl and raises possibilities of reaping tax revenue by selectively added density. Retrofitting can also create economically resilient developments that can be adapted to mixed uses. It also allows rethinking parking requirements, so, in some cases, people will only pay for that if they think they need it.

Commissioner Shaw asked if Professor Williamson looked at any projects that incorporate warehousing in the redevelopment scheme, because there is a need for that in this metropolitan area. She said while warehouse uses were not highlighted in her publications, they often became the redevelopment option for shopping malls or big box sites that aren't well located for transit-oriented or mixed-use redevelopment.

Commissioner John Bartlett, Passaic County, thanked the professor for her time and insight. He said he had further questions about the economics of retrofitting, following up on the issues raised by Commissioner Shaw. He said in Passaic and other counties there are many malls, strip malls and office buildings that are obviously dying but still generating just enough revenue for the owner to cover the property taxes and the cost of maintenance. But, he said, they are a suboptimal use of that space. He asked what governments can do in these cases.

Professor Williamson said she is familiar with that frustration. She said, broadly, one response is to be patient and put zoning in place so that when there is a change in ownership, the redevelopment can advance. She also said some of those properties may be future opportunities for greening — for instance, persuading owners to convert unused parking areas into a recreation space, meadow, or other green use. Such partial greening would offset the impacts of the deteriorating properties on surrounding areas, she said.

Tom Drabic, Sussex County, said the presentation was applicable to many parts of New Jersey. He asked whether Professor Williamson has looked at the impact of redevelopment in adding school age children to an area including the impact to school districts.

Professor Williamson said that the demographic trends in suburbs are towards households with fewer children, those with just one or two people or those of older adults. While it is often presumed that multi-unit development will bring school age children, it is important to look at the data, she said. Accommodating the demand for smaller households through redevelopment can free up housing in other areas for families with children. Still, she said, she understands that with fractured governance, some areas need to be concerned about the potential impact redevelopment proposals can have on their school districts.

Commissioner Sara Sooy, Somerset County, thanked Professor Williamson for her presentation. Following up on points raised by Commissioner Shaw and Commissioner Bartlett, she asked whether an analysis has been done to judge the risk versus rewards of redevelopment incentives, such as those provided in New Jersey for the Bell Works project. She noted such incentives involve a balancing act between the tax revenues to be gained and revenue sacrificed to create the incentives.

Professor Williamson said it often depends on the scale of the project, the local regulatory environment, whether it's in a high demand growing area. She said even in slow growing areas, where incentives may not be cost effective, properties can be repurposed for community uses, reducing public expenditures such as adapting a building for a new City Hall or educational needs. She said assessing the benefits of redevelopment must consider expenditures avoided such as upgrading road infrastructure and building facilities. She said there may also be untapped money from the preventative health sector that could be leveraged towards retrofitting initiatives to reduce the need for tax incentives. She noted that New Jersey has a lot of public health players.

Jay Shuffield, Port Authority, commented that the corridor aspect can be critical because in New Jersey one often sees a scattershot of higher density development that cannot be easily served by the transit network. That can be the case with repurposing office parks, which have been historically difficult to serve with transit. He asked if she had further information regarding this.

Professor Williamson said her book includes a case study of a state road in Lancaster, California, which was turned into a boulevard through the center of the town. Arlington, Virginia, also did this in stages along a corridor. She said corridors can serve as linear retrofit opportunities. She said the NJTPA could help seed that sort of thinking through studies, convenings or competitions. Consultants can do visualizations of what might be possible. A big challenge and opportunity for New Jersey, she said, is to think regionally to get neighboring municipalities together, to envision where the best locations are for future nodes to be served by transit. She said this could even take the form of automated mini vans or buses, as is being tried in Georgia. She said multimodal connections can plug into a more established public transit system.

H. Committee Reports/Action Items

Project Prioritization – Commissioner Charles Kenny, Chair

Commissioner Kenny, Middlesex County, said the Committee considered six action items, five of which require Board approval. He said they include actions that will allow the state to reach full authorization of available FHWA funding during the current fiscal year.

The first is approval of the 2024 Safe Routes to School Awards. These projects, he said, help enable and encourage students from kindergarten through 12th grade to walk and bike to school. A Technical Review Committee composed of representatives of NJDOT, the NJTPA, and the state's two other MPOs reviewed eligible applications, including 62 in the NJTPA region. The committee recommended funding for 16 Safe Routes to School projects in the NJTPA region, totaling nearly \$14 million. This is listed as Action Item 1.

He said Action Item 2 is minor amendments to the FY 2024-2027 Transportation Improvement Program (TIP) to add federal funds to seven programs as requested by NJDOT. The seven programs are listed on the agenda and will be programmed with various federal funding sources, allowing them to be authorized in this fiscal year.

The third action item, he said, is a minor amendment to the TIP to adjust and increase federal funds on the Route 80, Riverview Drive to Polify Road Project in Bergen and Passaic counties, as requested by NJDOT. This request is to advance and increase funding for design in the current fiscal year, and to delay the first year of funding for construction by one fiscal year from FY 2027 to FY 2028. The cost increases and delayed construction are due to various design changes.

Action Item 4, he said, is minor amendments to the TIP to add federal funds to three programs, as requested by NJ TRANSIT. This action will allow the programs listed on the agenda to be authorized this fiscal year due to additional obligation limitation from FHWA funding, as previously mentioned. This action also flexes FHWA funds to the Federal Transit Administration and NJ TRANSIT.

The fifth action before the Board, he said, includes minor amendments to the TIP to add one program and four projects, as requested by NJ TRANSIT. The request is to add the light rail vehicle rolling stock program, as well as the four projects listed on the agenda. They were previously in the FY 2022 TIP; however, they were not authorized and are now being programmed with funding that was carried over from FY 2023. Adding them will allow authorization this fiscal year.

The committee, he said, also considered modifications to the TIP to add federal funds to one program and two projects as requested by NJDOT. This action item added \$12.8 million to the Intelligent Traffic Signal Systems Program for engineering and construction; \$1.5 million for the Route 202 Old York Road intersection improvements project for preliminary engineering; and \$5 million for the Route 3 and Route 495 interchange project for preliminary engineering. The additional funds are needed based on revised cost estimates. He said the committee approved the modifications, and no further action by the Board is required.

Action Item 1: Approval of the 2024 Safe Routes to School Awards (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 Minor Amendment to the FY 2024-2027 Transportation Improvement Program to Add Federal Funds to Seven Programs as requested by NJDOT (Attachment 3)

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

Action Item 3: Approval of the Minor Amendment to the FY 2024-2027 Transportation Improvement Program to Adjust and Increase Federal Funds on the Route 80, Riverview Drive (CR640) to Polify Road (CR 55) Project in Bergen and Passaic Counties as Requested by NJDOT (Attachment 4)

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

Action Item 4: Approval of the Minor Amendment to the FY 2024-2027 Transportation Improvement Program to Add Federal Funds to Three Programs as Requested by NJ TRANSIT (Attachment 5)

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

Action Item 5: Approval of Minor Amendments to the FY 2024-2027 Transportation Improvement Program to Add One Program and Four Projects as Requested by NJ TRANSIT (Attachment 6)

A motion to approve the resolution was made by the City of Newark, seconded by Sussex County, and carried unanimously.

Planning and Economic Development – Commissioner Jason Sarnoski, Chair

Commissioner Sarnoski, Warren County, thanked Commissioner Shaw for filling in for him at the June Joint Committee meeting. He said there were no action items for the Committee at the meeting, but Central Staff briefed members on several information items.

This included a presentation with an update on the number of electric vehicles throughout the region, Commissioner Sarnoski said. He said the NJTPA's three main climate change mitigation activities focus on data collection, strategy development, and implementation, with electric vehicles playing a crucial role in all three. There continues to be strong growth in electric vehicle adoption in our region,

particularly with battery electric vehicles. Bergen and Middlesex counties have the highest number of electric vehicles, while Somerset County leads in electric vehicle percentage relative to total vehicles. The NJTPA has an electric vehicle resources hub on its website with information about available funding and programs.

Central Staff also briefed the Committee on the financial plan for the Route 72 Manahawkin Bay Bridge in Ocean County, which is one of the largest projects underway in our region, Commissioner Sarnoski said. The current total project cost is \$354.5 million, an increase of \$6.5 million from the previous financial plan. The increase is due to updated construction costs incurred due to inflation, supply chain issues, and contractor change orders. As of February, nearly 90 percent of the project estimate has been expended.

Central Staff also provided an update on the NJTPA's assistance to eight counties developing Local Safety Action Plans. Commissioner Sarnoski said in addition to his home county of Warren, the NJTPA is also assisting Bergen, Hunterdon, Morris, Ocean, Passaic, Somerset, and Sussex counties. The first round of Local Implementation Committee meetings was completed by the end of May. The committees are composed of municipalities, various county departments, safety advocates, law enforcement, and the like, and members provide their expertise in developing the plans and will help implement future recommendations. Websites for the plans will be developed this summer, he said.

He also noted that, at the joint meeting, Commissioner Shaw commented that he participated in the Morris County Local Implementation Committee meeting and received positive feedback from those attending. A second round of Local Implementation Committee meetings will be held this fall, along with public outreach. He encourages Board members to attend and to lend support to these important efforts to enhance travel safety.

Freight Initiatives – Commissioner Stephen Shaw, Chair

Commissioner Shaw said Central Staff updated the committee on the NJTPA's 2050 Freight Industry Level Forecasts, which will be completed by June 2025. This project will provide updated information on current and projected freight demand, which will help inform the long-range plan and other freight planning efforts. Also, the consultant selection process has commenced for the FY 2025 Freight Concept Development Program, which will focus on two projects: one in Middlesex County and one in Morris County.

The committee also heard presentations from three experts on the topic of tackling truck routing and curbside management. Alison Conway, Associate Professor of Civil Engineering at the City College of New York, spoke about the most recent developments in e-commerce in New York City, which includes new distribution facilities in the heart of the city, some of which are fulfilling on-demand deliveries via electric bikes. The facilities include flexible use of parking garages and "dark stores," which only serve as distribution hubs rather than retail shops.

Kristen Scudder, Freight Program Manager at the Delaware Valley Regional Planning Commission, addressed integrating freight into Complete Streets to enhance safety and quality of life for all road users. The agency developed a guidebook to assist in this effort. It includes defining a truck network to help communities better understand and influence where trucks are moving.

Kevin Force, Supervising Planner at the Hudson County Division of Planning, spoke about the Hudson County Truck Routes Assessment, which was funded through the NJTPA's Subregional Studies Program. Among the recommendations were policies to designate curb loading zones for peak delivery times in commercial and mixed-use districts, which could serve as parking at other times. Different pricing levels can encourage the turnover of the spaces. Commissioner Shaw said the presentations are available on the NJTPA website.

The committee also heard updates from members. The Port Authority of New York and New Jersey said an agreement is being finalized with New York City to clarify that the Red Hook terminal in Brooklyn is under city jurisdiction and Howland Hook terminal in Staten Island is under Port Authority jurisdiction. NJ TRANSIT announced that the State Rail Plan was released for public review. Union County commented on its efforts on truck management and routing and the need for creative solutions to address conflicts.

I. Public Participation

The Chair acknowledged Neile Weissman, who presented a proposal for a Bergen-Rockland Active Network (BRAN) in response to the Palisades Shared Use Path Study, which seeks to identify an alignment for a recreational bikeway between the Governor Mario M. Cuomo and George Washington bridges. Mr. Weissman said his proposal for multiple alignments will help reduce user conflict. Designing one facility to accommodate all possible users, he said, could make it unreasonably expensive and/or result in an unsatisfactory level of service. He said not every bike route needs to meet the needs of every cyclist. His five proposed alignments include a protected bike lane along the Palisades Interstate Parkway, bike lanes and bikeable shoulders along US Route 9W, a path along 15 miles of the CSX rail right-of-way, bike lanes or shoulders along public roads adjacent to the CSX line, and an off-road bike trail connecting with Haverstraw and Nyack Beach state parks and continuing to other destinations along the Hudson River. He said the proposal would require funding and years of construction to effectively establish. The project information and details are available at <https://tinyurl.com/4xu23z23>

The Chair asked whether this proposal was shared with the New York Metropolitan Transportation Council (NYMTC), which is conducting the Palisades Shared Use Path Study. Mr. Weissman indicated that he planned to do that this fall. Mr. Behrend commented that the NJTPA is coordinating with NYMTC on the study.

The Chair acknowledged Patrick DiRoma (virtual attendee), who complimented Professor Williamson's presentation on green spaces and more walkable environments, which he said is of great interest to him. Mr. DiRoma requested a status update on the proposed Hudson-Bergen Light Rail extension into Bergen County. Mr. Milan said he could not provide a current update but said NJ TRANSIT is considering next steps and is in discussions with FTA. He said he would follow up to provide a response to Mr. DiRoma.

I. Time and Place of Next Meeting

Chairman Kelly announced that the next meeting of the Board will be held in-person on September 9, 10:30 a.m. at the NJTPA offices in Newark.

J. Adjournment

At 11:50, a motion to adjourn was made by Passaic County, seconded by Morris County, and carried unanimously.

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

Subregion/Agency	Voting Members/Alternates	Staff & Others
Bergen County	Peter Botsolas <i>Attended but departed prior to votes on action items</i>	
Essex County	David Antonio	
Hudson County	Tom Malavasi	
Hunterdon County	Hon. Susan Soloway	Katherine Fullerton
Middlesex County	Hon. Charles Kenny	Andrew Lappitt
Monmouth County	Joseph Ettore	
Morris County	Hon. Stephen Shaw	John Hayes Kevin Stephens
Newark	Dolores Martinez Wooden	
Ocean County	Hon. John Kelly	John Ernst
Passaic County	Hon. John Bartlett	Andrea Holzman
Somerset County	Hon. Sara Sooy	Walt Lane
Sussex County	Hon. Tom Drabic	
Union County	Hon. Michèle Delisfort	
Warren County	Hon. Jason Sarnoski	David Dech
Office of the Governor	Dorian Smith	
NJDOT	Eric Powers	
NJ TRANSIT	Louis Millan	Jim Vari
Port Authority of New York & New Jersey (PANYNJ)	Jay Shuffield	

Other Attendees	
Ted DelGuercio III	Legal Counsel
Various members of Central Staff	NJTPA
Neile Weissman	
Sutapa Bandyopadhyay	FHWA
Robert Werkmeister	GPI
Magdy Hagag	Michael Baker
Andrew Mikesh	Northern Valley Greenway
Ed Murray	Photographer
June Williamson	Presenter

Approved July 8, 2024

Attachment 2

DRAFT RESOLUTION: APPROVAL OF PROJECTS FOR THE 2024 SAFE ROUTES TO SCHOOL PROGRAM

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

WHEREAS, the Safe Routes to School Program is supported in the Infrastructure Investment and Jobs Act of 2021 with a set-aside of funds under the Surface Transportation Block Grant Program; and

WHEREAS, the objectives of the Safe Routes to School Program are to enable and encourage children in grades K-12, including those with disabilities, to walk and bicycle to school; to make bicycling and walking to school a safer and more appealing transportation alternative, thereby encouraging a healthy and active lifestyle from an early age; and, to facilitate the planning, development and implementation of projects and activities that will improve safety and reduce traffic, fuel consumption and air pollution in the vicinity of schools; and

WHEREAS, the New Jersey Department of Transportation (NJDOT) sent out solicitation notifications for Safe Routes to School in July 2023 inviting eligible applicants to submit for the program; and

WHEREAS, the NJDOT received 62 eligible applications in the NJTPA region; and

WHEREAS, a Technical Review Committee comprised of NJTPA Central Staff, the NJDOT Division of Local Aid, Division of Traffic Engineering and Safety and the Bureau of Environmental Program Resources reviewed the applications; and

WHEREAS, within the NJTPA region, the NJDOT has agreed to award the top-scoring SRTS projects with a funding total of \$13.996 million; and

WHEREAS, the recommended projects address the goals of the programs 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 list of projects for the Safe Routes to School Program.

BE IT FURTHER RESOLVED, that a copy of this resolution be forwarded to the NJDOT for submission to the Federal Highway Administration and to the counties of the selected applicants.

**DRAFT RESOLUTION: MINOR AMENDMENTS TO THE FY 2024-2027
TRANSPORTATION IMPROVEMENT PROGRAM TO ADD
FEDERAL FUNDS TO SEVEN PROGRAMS 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 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 add federal funds to seven programs: Bridge Deck/Superstructure Replacement Program (DBNUM 03304); Bridge Preventive Maintenance (DBNUM 13323); Local Safety/High Risk Rural Roads Program (DBNUM 04314); Mobility and Systems Engineering Program (DBNUM 13306); Pavement Preservation, NJTPA (DBNUM X51B); Planning and Research, Federal-Aid (DBNUM X30); and Safety Programs (DBNUM 19370); 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, these minor amendments are exempt from an air quality conformity analysis as per the Transportation Conformity Rule (40 CFR 93.126 and 93.127) and do 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 NJDOT for submission to the Federal Highway Administration.

**DRAFT RESOLUTION: MINOR AMENDMENT TO THE FY 2024-2027
TRANSPORTATION IMPROVEMENT PROGRAM TO
ADJUST AND INCREASE FEDERAL FUNDS ON THE ROUTE
80, RIVERVIEW DRIVE (CR640) TO POLIFY ROAD (CR 55)
PROJECT IN PASSAIC AND BERGEN COUNTIES 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 (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, the NJDOT has requested a minor amendment to the FY 2024-2027 TIP to adjust and increase federal funds on the Route 80, Riverview Drive (CR 640) to Polify Road (CR 55) project (DBNUM 11415) in Passaic and Bergen counties; and

WHEREAS, fiscal constraint is maintained by adding \$25.9 million of National Highway Performance Program funds, which are available from prior year unobligated balances and aligning current programmed funding with anticipated project authorizations; and

WHEREAS, this project was modeled as a non-exempt, regionally significant project in the current air quality conformity determination, and the requested revision does not warrant further emissions analysis as per the Transportation Conformity Rules (40 CFR 93); 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 NJDOT for submission to the Federal Highway Administration.

**DRAFT RESOLUTION: MINOR AMENDMENTS TO THE FY 2024 – 2027
TRANSPORTATION IMPROVEMENT PROGRAM TO
ADD FEDERAL FUNDS TO THREE PROGRAMS AS
REQUESTED BY NEW JERSEY TRANSIT**

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 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 above a specified threshold or a project or program with federal funds is added to the TIP and a new air quality conformity determination is not required, this constitutes a minor amendment; and

WHEREAS, NJ TRANSIT has requested minor amendments to the FY 2024-2027 TIP to add federal funds to three programs: Bridge and Tunnel Rehabilitation (DBNUM T05); Rail Support Facilities and Equipment (DBNUM T37); and Transit Enhancements/Transportation Alternatives Program/Alternative Transit Improvements (DBNUM T210); and

WHEREAS, fiscal constraint is maintained and funds are made available for these purposes through a Federal Highway Administration funding redistribution process and Federal Transit Administration Section 5324 Public Transportation Emergency Relief Program funds; and

WHEREAS, these minor amendments are exempt from an air quality conformity analysis as per the Transportation Conformity Rule (40 CFR 93.126 and 93.127) and do 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 NJDOT and NJ TRANSIT for submission to the Federal Highway Administration and Federal Transit Administration.

**DRAFT RESOLUTION: MINOR AMENDMENTS TO THE FY 2024-2027
TRANSPORTATION IMPROVEMENT PROGRAM TO
ADD ONE PROGRAM AND FOUR PROJECTS AS
REQUESTED BY NEW JERSEY TRANSIT**

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 above a specified threshold or a project or program with federal funds is added to the TIP and a new air quality conformity determination is not required, this constitutes a minor amendment; and

WHEREAS, NJ TRANSIT has requested minor amendments to the FY 2024-2027 TIP to add the Lackawanna Cutoff MOS Project (DBNUM T535); Light Rail Vehicle Rolling Stock (DBNUM T550); Lyndhurst Intermodal ADA Improvements (DBNUM T610); NEC Elizabeth Intermodal Station Improvements (DBNUM T600); and New Brunswick Station Platform Extension and Elevator Improvements (Liberty Corridor) (DBNUM T532); and

WHEREAS, fiscal constraint is maintained through federal funds available from prior year unobligated balances; and

WHEREAS, these minor amendments are either exempt or modeled as non-exempt in the current air quality conformity determination, and the requested revisions do not warrant further emissions analysis as per the Transportation Conformity Rule (40 CFR 93.126 and 93.127) and do 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 NJDOT and NJ TRANSIT for submission to the Federal Highway Administration and Federal Transit Administration.

DRAFT RESOLUTION: APPROVAL OF MODIFICATION NO. 1 TO THE FY 2025 UNIFIED PLANNING WORK 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, pursuant to 23 U.S.C. 104 (f) et. seq. and 49 U.S.C. 1607 et. seq., the NJTPA is responsible for the development of the Unified Planning Work Program (UPWP) to guide the transportation planning process in northern New Jersey; and

WHEREAS, the Fiscal Year 2025 UPWP (July 1, 2024 to June 30, 2025) describes all urban transportation and transportation related planning activities to be undertaken by NJTPA Central Staff, the NJTPA Subregions, the Transportation Management Associations (TMAs), the New Jersey Department of Transportation, NJ TRANSIT, and other transportation agencies in the region; and

WHEREAS, the FY 2025 UPWP is fully consistent with the final United States Department of Transportation Metropolitan Planning Regulations (23 CFR part 450), as well as the Infrastructure Investment and Jobs Act (IIJA); and

WHEREAS, the NJTPA formally adopted the Fiscal Year 2025 UPWP on March 11, 2024; and

WHEREAS, task modifications, project additions, and funding adjustments have resulted in the need to modify the FY 2025 UPWP; and

WHEREAS, any modifications to the UPWP must be approved by the NJTPA Board of Trustees; 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 a modification to the FY 2025 Unified Planning Work Program, a total budget increase of \$760,000 to be funded with Federal Highway Administration Metropolitan Planning Program and Surface Transportation Block Grant Program funds, and Federal Transit Administration Section 5303\5305(d) Metropolitan Planning Program funds, for following additional initiatives:

1. The addition of \$25,000 for Central Staff Activities, Non-Personnel Expenditures' budget line item Professional Service Agreements (Limited Scope) to hire a consultant to facilitate and assist in the update to the Strategic Business Plan.

2. The addition of \$280,000 for the TMA Work Program, which will be allocated to the pass-through grants to be authorized to the Cross County Connection TMA and Greater Mercer TMA.

3. The addition of \$100,000 for a subrecipient contract to support coordination of the ongoing planning and development surrounding the new train station at the Newark Liberty International Train Station in the Dayton Neighborhood in the City of Newark.

4. The addition of \$300,000 for a consultant effort to upgrade the NJTPA's website platform.

5. The addition of \$10,000 to provide additional funding to the subrecipient (Rutgers Voorhees Transportation Center) to update NJTPA's database of community organizations in its region, which would be used for outreach for the Long Range Transportation Plan update.

6. The addition of \$45,000 for Central Staff Activities, Non-Personnel Expenditures' budget line item Equipment to perform computer equipment upgrades: meeting room controllers, displays, and licensing; and SAP ERP System memory upgrade.

BE IT FURTHER RESOLVED that the proposed FY 2025 Unified Planning Work Program modifications include funds that have become available since the adoption of the FY 2025 Budget, and the FY 2025 Budget is hereby amended to incorporate the additional projects, budget adjustments and new funding resources associated with the approval of this resolution (see attached).

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

**Summary of Action
Modification No. 1 to the
FY 2025 Unified Planning Work Program**

Action: Approval of a series of modifications to the FY 2025 UPWP.

Background: The NJTPA formally adopted the FY 2025 UPWP on March 11, 2024. The FY 2025 UPWP contains all activities and studies of Central, Subregional, and Transportation Management Association (TMA) staff to be undertaken over the course of the fiscal year beginning July 1, 2024. Additional funding resources and needs have emerged since March that require modifications to the work program. Approval of these changes requires action by the NJTPA Planning and Economic Development Committee and the NJTPA Board of Trustees.

The proposed modification includes a total budget increase of \$760,000, using Federal Highway Administration Metropolitan Planning Program and Surface Transportation Block Grant Program funds and Federal Transit Administration Section 5303\5305(d) Metropolitan Planning Program funds that have become available since the adoption of the FY 2025 budget. Supporting documentation is attached.

The following additional initiatives are proposed:

1. Task WP101 – UPWP Administration

Strategic Business Plan – The addition of \$25,000 for the Central Staff Activities, Non-Personnel Expenditures’ budget line item Professional Service Agreements (Limited Scope) to hire a consultant to facilitate and assist in the update to our Strategic Business Plan. The NJTPA has not developed a formal strategic business plan in several years. The purpose of this effort is to update the NJTPA’s vision, goals, and strategic direction as an organization, reflecting changes in society, government, technology, the workplace and more since development of the previous plan. The plan will serve as internal guidance for the NJTPA over the next five-plus years. Key deliverables of this effort will include goals, strategies, and actions to make decision-making more efficient and administration more effective, as well as a framework for adapting to emerging issues, challenges, and opportunities in order to further the strategic vision and goals of the organization.

2. Task RP305 – Mobility Programs

TMA Work Program – The addition of \$280,000 for the TMA Work Program, which will be allocated to the pass-through grants to be authorized to the Cross County Connection TMA and Greater Mercer TMA. The additional funds have been requested by Delaware Valley Regional Planning Commission (DVRPC) and will complement the funding increases previously made for the other six TMAs in the NJTPA region. The increase in funds will permit the two TMAs to recruit and retain staff and increase the activities in their respective work programs. These include but are not limited to safety planning, greenhouse gas reduction planning, and community air monitoring.

3. Task RP307 – Sustainable Communities

Newark Train Station Coordination - The addition of \$100,000 for a subrecipient contract to support coordination of the ongoing planning and development surrounding the new train station at the Newark Liberty International Train Station in the Dayton Neighborhood in the City of Newark. This work will be conducted by NJIT staff in the Hillier School of Architecture, who will be responsible for on-going collaboration between the PANYNJ, NJ TRANSIT, NJDOT, and City of Newark to implement current planning initiatives at the new train station.

4. Task PA701 – Public Involvement/Outreach

Website Platform Upgrade – The addition of \$300,000 for a consultant effort to upgrade the website platform. This project was originally planned for FY 2026 but needs to be expedited due to issues that recently arose with the existing content management system, including vulnerabilities to hacking, which have been temporarily addressed, but require a more permanent solution.

5. Task PA701 – Public Involvement/Outreach

FY 2025 Innovative Public Engagement – The addition of \$10,000 to provide additional funding to the subrecipient (Rutgers Voorhees Transportation Center) to update NJTPA’s database of community organizations in its region, which will be used for outreach for the Long Range Transportation Plan update.

6. Task IS801 – Information Systems Support and Maintenance:

Equipment Upgrades – The addition of \$45,000 for Central Staff Activities, Non-Personnel Expenditures’ budget line item Equipment to perform the following computer equipment upgrades: (1) meeting room controllers, displays, and licensing - these upgrades will enhance our meeting room capabilities by streamlining in-person and hybrid meetings, which will enhance collaboration and engagement and overall meeting effectiveness; and (2) SAP ERP System memory upgrade - additional server memory necessary for SAP HANA database software upgrade planned for FY 2025. The upgrades to the conference rooms continues prior AV upgrade efforts, which included installation of cameras in the conference rooms. The proposed controllers with integrated PC processors and display monitors will essentially complete the concept of a Microsoft Team Room, which will enable all participants to be seen, heard and to fully participate regardless of if they are in the conference room or attending remotely. The controllers will also streamline the meeting set up time for users and eliminate the assistance of IT staff.

Justification for Action: NJTPA Board approval of this modification to FY 2025 UPWP is necessary to ensure receipt of additional federal funding needed to perform emerging work program activities this fiscal year.

Staff Recommendation: Central Staff recommends approval of this action.

NJTPA FY 2025 UPWP Budget Summary

Expenditures - FY 2025 UPWP Program Activities	UPWP Budget
Central Staff Program Activities (Chapter I)	
Personnel Expenditures ^{1,2}	\$ 9,695,800
Non-Personnel Expenditures ⁴	\$ 2,249,500
Indirect Costs ³	\$ 2,018,800
Subtotal: Central Staff Activities ⁴	\$ 13,964,100
Contractual\Consultant Subcontracts (Chapter I)	
UPWP Consultant Projects ⁴	\$ 4,863,000
UPWP Subrecipient Projects ⁴	\$ 938,000
Subtotal: Contractual\Consultant Subcontracts ⁴	\$ 5,801,000
Pass-through Programs (Chapters II & III)	
FY 2025 Subregional Transportation Planning Program	\$ 2,515,000
FY 2025 - FY 2026 Subregional Studies Program	\$ 942,000
FY 2025 Transportation Management Association Program ⁴	\$ 7,415,000
Subtotal: Pass-through Program Subcontracts ⁴	\$ 10,872,000
Total: FY 2025 UPWP Expenses ⁴	\$ 30,637,100
Revenues - FY 2025 UPWP Funding Authorizations ⁴	
UPWP Budget	
FHWA MPP PL Funds (IIJA FFY24, STIP DB# X30A)	\$ 11,856,446
FHWA MPP Set-aside PL Funds -SATO (IIJA FFY24, STIP DB# X30A)	\$ 264,432
FHWA MPP PL Funds, Reprogrammed (FAST Act and IIJA PL funds) ⁴	\$ 4,113,827
Flexed FTA Section 5303/5305(d) MP Program Funds (IIJA FFY23 MP, STIP DB# X30A) ⁴	\$ 4,226,194
FHWA Surface Transportation Block Grant Program (STBGP-NY/NWK) Funds (FFY24, STIP DB# X30A) ⁴	\$ 3,041,201
FHWA STBGP-NY/NWK Funds for TMA Program (NJTPA TMAs, FFY24, STIP DB# 11383)	\$ 5,135,300
FHWA STBGP-PHILA Funds for TMA Program (DVRPC TMAs, FFY24, STIP DB# 11383)	\$ 1,999,700
Total: FY 2025 UPWP Revenues ⁴	\$ 30,637,100

Notes:

- (1) The FY 2025 budget assumes the salaries of 60 full-time Central Staff employees, plus part-time staff for additional support. A total of 69.1 full time equivalent (FTE) employees are assumed with part-time staff counted as 0.65 FTE. The FY 2025 budget also assumes a merit pool of 4.00%.
- (2) FY 2025 Budget assumes provisional FY 2025 fringe benefit rates of 36.3% for full time staff and 9.5% for hourly part time staff, as agreed to by NJIT (the NJTPA's Host Agency) and U.S. Department of Health & Human Services. Actual FY 2025 rates will be subject to audit.
- (3) The FY 2025 budget for NJIT's Facilities and Administration Costs assumes a fixed amount, as stated in the current NJDOT Basic Agreement with NJTPA and NJIT (Agreement No. 2021-NJIT-001), calculated from a rate based on past fiscal years' audited costs that is applied to projected FY 2025 total operating costs.
- (4) Funding to be authorized for the FY 2025 program assumes FFY24 FHWA MPP PL funds (IIJA apportionments, including 2.5% of PL funds set-aside for Safe and Accessible Transportation Options); reprogrammed FHWA MPP and Flexed FTA MP PL funds from prior apportionments (unobligated\available FAST Act and IIJA balances, including funds released from NJTPA Task Orders PL-NJ-21-01 and PL-NJ-23-01); FTA 23MP PL funds flexed to FHWA; and FFY24 STBGP-NY/NWK and STBGP-PHILA funds (STIP DB Nos. X30A and 11383).
- (5) For details of the central staff budget expenses, and consultant and subrecipient subcontracts, see pages 10, 11, and 12.
- (6) Revised budget, UPWP Modification No.1, September 9, 2024.

**NJTPA FY 2025 UPWP Budget
Expenditures and Revenues Matrix**

Expenditures	Total	Revenues						
		DBNUM X30A FHWA MPP PL Funds	DBNUM X30A FHWA PL SATO Set-Aside Funds	DBNUM X30A FHWA MPP PL Funds Reprogramed	DBNUM X30A Flexed FTA MP PL	DBNUM X30A FHWA STBGP-NY/NWK	DBNUM 11383 FHWA STBGP-NY/NWK TMA	DBNUM 11383 FHWA STBGP-PHILA TMA
UPWP CENTRAL STAFF ACTIVITIES (Chapter I)								
Personnel Expenditures	\$ 9,695,800	\$ 6,518,795	\$ -	\$ 755,833	\$ 2,421,172			
Non-Personnel Expenditures	\$ 2,249,500	\$ 1,465,347	\$ -	\$ -	\$ 784,153			
Indirect Costs	\$ 2,018,800	\$ 1,357,304	\$ -	\$ -	\$ 661,496			
Total Central Staff Activities	\$ 13,964,100	\$ 9,341,446	\$ -	\$ 755,833	\$ 3,866,821			
Contractual\Consultant Subcontracts (Chapter I)								
UPWP Consultant Projects	\$ 4,863,000	\$ -	\$ 264,432	\$ 1,307,994	\$ 249,373	\$ 3,041,201		
UPWP Subrecipient Projects	\$ 938,000	\$ -	\$ -	\$ 828,000	\$ 110,000	\$ -		
Total Contractual\Consultant Projects	\$ 5,801,000	\$ -	\$ 264,432	\$ 2,135,994	\$ 359,373	\$ 3,041,201		
UPWP PASS-THROUGH PROGRAMS (Chapters II & III)								
FY 2025 Subregional Transportation Planning Program	\$ 2,515,000	\$ 2,515,000						
FY 2025 - FY 2026 Subregional Studies Program	\$ 942,000			\$ 942,000				
FY 2025 Transportation Management Association Program	\$ 7,415,000			\$ 280,000		\$ 5,135,300	\$ 1,999,700	
Total Pass-Through Programs	\$ 10,872,000	\$ 2,515,000		\$ 1,222,000		\$ 5,135,300	\$ 1,999,700	
Total	\$ 30,637,100	\$ 11,856,446	\$ 264,432	\$ 4,113,827	\$ 4,226,194	\$ 3,041,201	\$ 5,135,300	\$ 1,999,700

**DRAFT RESOLUTION: ADJUSTED PERCENT NON-SINGLE OCCUPANT
VEHICLE TRAVEL TARGET FOR THE
PHILADELPHIA URBANIZED AREA**

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

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

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

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

WHEREAS, the NJTPA, in coordination with the appropriate state DOTs and MPOs, adopted 2-year and 4-year targets for the second four-year performance period (2022-2025) for each UZA in September 2020; and

WHEREAS, FHWA regulations allow for (but do not require that) adjustments to 4-year targets at the midpoint of each performance period; and

WHEREAS, the NJTPA coordinated on discussions analyzing trends and possible target adjustments within each UZA; and

WHEREAS, for all three UZAs, the current 2-year targets for both measures were achieved; and

WHEREAS, the consensus among the relevant parties within both the New York–Newark UZA and the Allentown UZA was to not adjust the 4-year targets for either measure; while the consensus within the Philadelphia UZA was to adjust only the non-SOV 4-year target, increasing it from 30.0% to 33.0%; and

WHEREAS, the agreed upon targets appropriately reflect and will serve as suitable benchmarks for the planning goals and desired outcomes for the projects and programs of the NJTPA Long Range

Transportation Plan and Transportation Improvement Program (TIP); and

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

NOW, THEREFORE, BE IT RESOLVED, that the NJTPA hereby endorses the agreed upon non-SOV target for the Philadelphia UZA; 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
Adjusted Percent Non-Single Occupant Vehicle Travel
Target for the Philadelphia Urbanized Area

Action: Endorsement of adjusted target for percent non-single occupant vehicle (non-SOV) travel, for the Philadelphia urbanized area (UZA). This is one of the Congestion Mitigation and Air Quality Improvement (CMAQ) traffic congestion performance measures.

Background: Among other national performance measures, regulations from the Federal Highway Administration (FHWA) establish standard CMAQ Program traffic congestion performance measures. States departments of transportation (DOTs) and metropolitan planning organizations (MPOs) are required to collaborate on collecting data, reporting performance, and setting short term (generally 2- and 4-year) targets. These targets support NJTPA performance-based planning and programming and will complement those for other performance measures in areas of travel time reliability, emissions reduction, and roadway and transit safety and infrastructure conditions.

CMAQ performance measures are applicable to all UZAs with over 200,000 population that include National Highway System mileage and have designated air quality nonattainment or maintenance areas. The NJTPA region overlaps three such UZAs and is required to participate in collaborative setting of unified targets for them. Most of NJTPA is within the New York–Newark, NY–NJ–CT UZA and very small portions are in the Philadelphia, PA–NJ–DE–MD and Allentown–Bethlehem–Easton, PA–NJ UZAs.

The two CMAQ traffic congestion measures are:

- percent non-SOV travel
- peak hour excessive delay (PHED) per capita

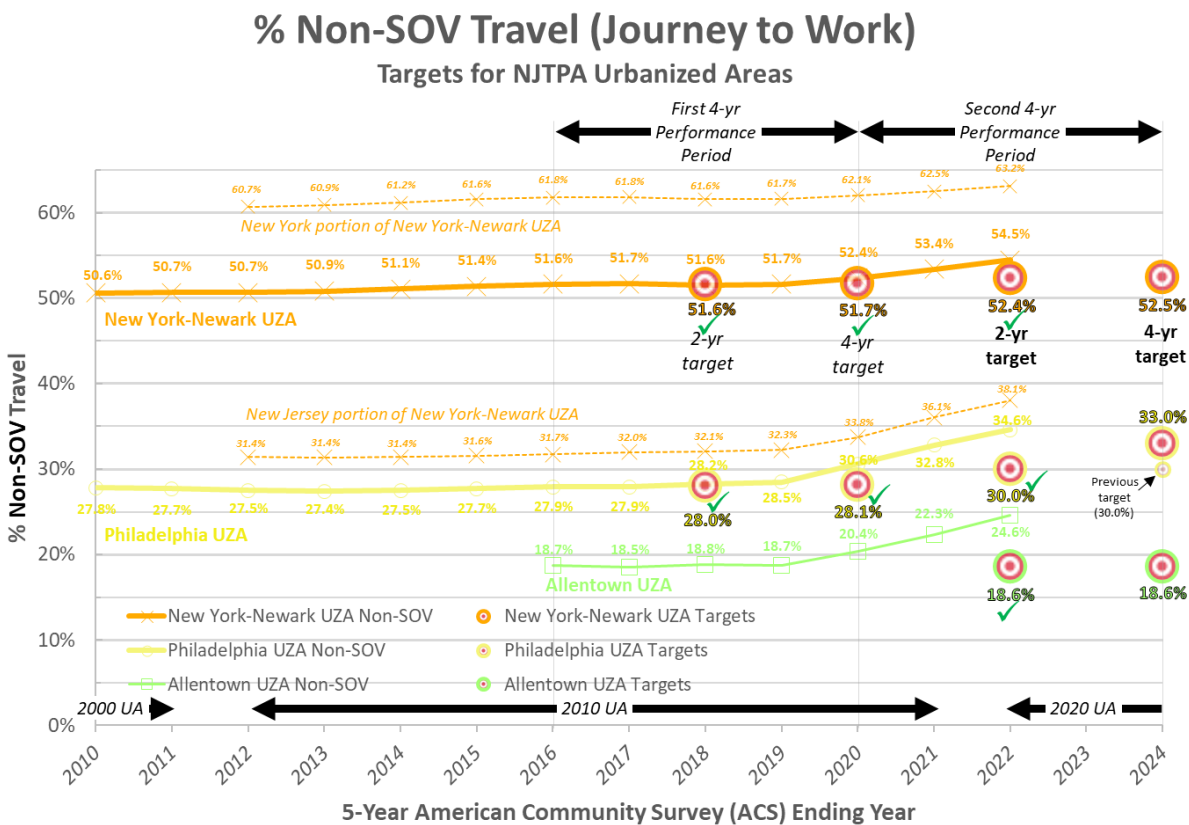
(More detail is available at <https://www.njtpa.org/performanceasures>.)

The NJTPA adopted a resolution on September 12, 2022, to adopt 2-year and 4-year targets for all three UZAs. FHWA regulations allow (but do not require) agencies to adjust the 4-year targets midway through the performance period (i.e., by October 1, 2024).

Earlier this year, representatives from the DOTs and MPOs in each of the three urbanized areas met to discuss progress toward meeting the current targets, and the possibility of adjusting the 4-year targets for either measure. Discussions highlighted recent trends and other considerations: consistency with policy goals, long-range forecasts, trends in population and employment, ridesharing, public transit capacity, the limited short-term impact of current projects, and the uncertainty from numerous external factors. Data show that the 2-year targets were met for both measures for all three UZAs, and it was likely that the 4-year targets would be achievable.

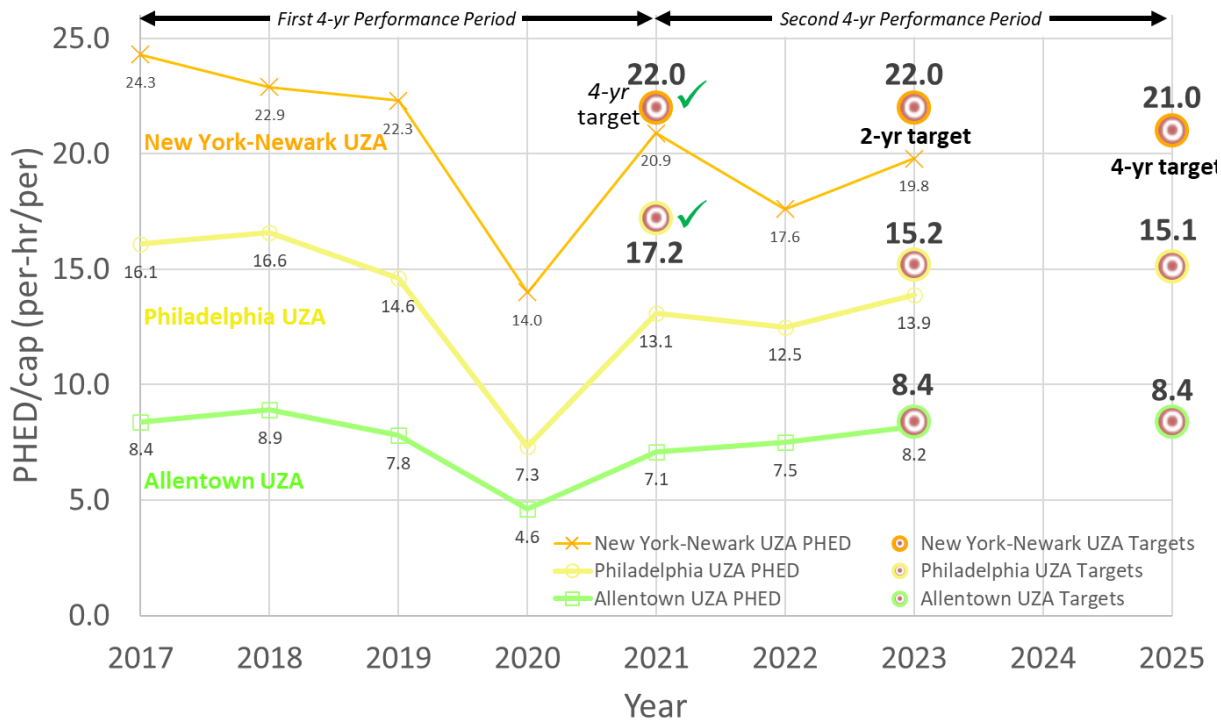
It was the consensus of members from both the New York-Newark and Allentown UZAs to maintain the 4-year target for the two measures. Members from the Philadelphia UZA agreed to maintain the 4-year target for the PHED measure. **However, the Philadelphia UZA MPOs and state DOTs agreed to adjust the existing 4-year target from 30 to 33 percent.**

The following chart shows data and targets for the non-SOV measure for all three UZAs.



Similarly, the chart below shows data and targets for the PHED measure for all three UZAs.

Peak Hour Excessive Delay per Capita (PHED) Targets for NJTPA Urbanized Areas



Justification for Action: The NJTPA is required to establish these performance measure targets to comply with federal regulations. In addition, these targets need to be established for incorporation in an NJTPA CMAQ Performance Plan, which is also required by federal regulations and due to NJDOT by October 1, 2024. These performance measure targets were collaboratively developed by the necessary partner agencies (all MPOs and state DOTs involved in each urbanized area). The targets were developed by examining various data sources and trends, along with established agency policy.

Staff Recommendation: Central Staff recommends approval of this action.