



JOHN W. BARTLETT, CHAIR

Board Meeting Minutes

May 8, 2023

A. Open Public Meetings Act Compliance

Chair John W. Bartlett, Passaic 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 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.

B. Roll Call

Ms. Morris called the roll. Nineteen voting members were present. (Attachment 1).

C. Approval of Minutes

A motion to approve the minutes of the March 13, 2023 meeting was made by Ocean County, seconded by Union County, and carried unanimously.

D. Chairman's Remarks

Chairman Bartlett said one item on the agenda is a minor amendment to add funding to the Route 7 drainage improvements project in Kearny as requested by NJDOT. He noted that the minor amendment was just approved for the Board agenda at a special meeting of the Project Prioritization Committee the previous Friday. The Chair said special meetings are not called often, but in this case it was necessary to meet unforeseen project changes and cost increases and to keep the project on track. He thanked the members of the Project Prioritization Committee for their cooperation in getting this done on short notice and noted that, as with much of the business that comes before the Board, these actions follow many months of project development and close coordination with the NJTPA's partners and subregions.

The Chair said one significant activity now underway is preparation of an updated Transportation Improvement Program (TIP) for Fiscal Years (FYs) 2024-2027. He explained that this is the mechanism for drawing down federal funding to the region. The subregions are

reviewing the state's draft FY 2024 Transportation Capital Program, which is the basis for the TIP, and NJTPA Central Staff is working with them, NJDOT, and NJ TRANSIT to address concerns and issues. He noted that the TIP must undergo air quality conformity analysis this summer.

Chair Bartlett said the TIP is anticipated to come before the Board as an action item in September, and he noted that it is one of the Board's most significant actions, totaling more than \$14 billion in funding over four years. He said, like most Board actions since late 2021, the new TIP is shaped by the Infrastructure Investment and Jobs Act (IIJA), thanks to the increased funding it makes available, as well as its guidance and provisions on new and existing programs. He said the NJTPA is working to take full advantage of the IIJA during its remaining three years.

The Chair noted that the cities of Orange and East Orange in Essex County received a grant of assistance through the Thriving Communities Program to explore ways to implement improvements that will better connect their north and south sections across the divide of Route 280. These improvements were identified in a 2017 NJTPA-funded subregional study conducted by Essex County, and they will enhance safety for walkers and bikers, livability, and economic development, among other benefits.

Chair Bartlett said the subregions and communities are also looking into upcoming IIJA opportunities, including the Charging and Fueling Infrastructure Discretionary Grant Program, the Safe Streets and Roads for All grant program, and the PROTECT program for resiliency efforts. He said that information is always available on the NJTPA's [IIJA webpage](#), and Central Staff can provide assistance and letters of support for applications. He noted that NJTPA has also provided letters of support to communities seeking funding for projects from members of Congress through the annual appropriations process, also known as member-designated funding, or earmarks.

Chair Bartlett thanked all those who participated at April's TransAction conference. He moderated two NJTPA Staff-led sessions, one on the NJTPA Active Transportation Plan and one on municipal assistance programs. NJTPA Third Vice Chair Jason Sarnoski, who also chairs the Freight Initiatives Committee, moderated a staff-led session on the NJTPA's Freight Concept Development Program. Staff participated in a variety of other sessions and helped organize the well-attended conference. The Chair announced that the July 10 Board meeting will be held in-person in his home county of Passaic, and the location and details will be announced shortly.

Andy Swords, NJDOT, expressed appreciation to the Project Prioritization Committee and to the Board for the quick action they took on the Route 7 drainage improvements project.

E. Executive Director's Report

NJTPA Executive Director David Behrend highlighted some studies and other work led by Central Staff and the subregions, whose efforts are reaching their final stages as they refine recommendations, address comments from stakeholders and the public, compile final reports, and more. He highlighted a few:

- Drafting the Regional Active Transportation Plan, which will guide development of the region's pedestrian and bicycle network.
- Concluding work to validate the NJTPA transportation model and finalizing an update of the Freight Rail Grade Crossing Assessment.
- Nearing completion of two NJTPA-sponsored local concept development studies to identify preferred alternatives for freight improvements in Morris County and Somerset County. Four local concept development studies for road and bridge needs are continuing into next year.
- Finalizing five subregional studies that deal with a range of local needs—such as electric charging infrastructure, freight movement, and development of master plans—in Essex, Hudson, Middlesex, Somerset, and Union counties.
- Completing the current round of Complete Streets Technical Assistance provided to seven municipalities. This assistance has helped with plan development, walkable community workshops, demonstration projects, and more.

Mr. Behrend said a similar comprehensive set of planning and project development activities will begin on July 1, guided by the FY 2024 work program approved by the Board in March.

Mr. Behrend said the NJTPA will continue to emphasize Complete Streets at the regional and subregional levels, including the demonstration projects, which involve temporary installations of bicycle lanes, corner “bump outs,” pedestrian plazas, parklets, and other measures to test their effectiveness and community acceptance. He said it is a popular approach that can lead to permanent improvements such as the pedestrian plazas in Jersey City. He said Belleville recently installed colorful corner extensions near a school, and a similar demonstration project was just put in place in the City of Passaic. Recognizing the growing enthusiasm for this work, the NJTPA has created a library of materials that towns and counties can borrow for such demonstrations. They include flexible posts, paint, stencils, plastic barriers, benches, etc. The NJTPA website has details and an application. Requests should be coordinated with the appropriate Transportation Management Association.

Regarding the Safe Streets and Roads for All program, Mr. Behrend said the NJTPA is offering the subregions assistance in the development of Local Safety Action Plans, which are required to qualify for implementation grants under the program. In cooperation with Federal Highway Administration's (FHWA's) New Jersey division office and the FHWA Resource Center, a series of webinars on the action plans will take place over the summer, followed by an in-depth workshop this fall. Details will be announced shortly. He said this will all lead to a consultant effort in the upcoming work program that will help any interested subregion develop their own Local Safety Action Plan.

Mr. Behrend said NJTPA staff continue to support efforts by subregions and municipalities in applying for the various IJJA grant programs, and he encouraged all to reach out to them for assistance and letters of support.

Mr. Behrend said the NJTPA is participating in a grant-funded effort under the first phase of the Environmental Protection Agency's Climate Pollution Reduction Grant Program. He said the work covers the New York-Newark-Jersey City Metropolitan Statistical Area and will be led by the City of New York, working cooperatively with the New York Metropolitan Transportation Council and the NJTPA. Activities include development of local greenhouse gas reduction strategies that can be implemented throughout the region. The plan will enable counties and municipalities in the area, which covers most of the NJTPA region, to apply for implementation grants in Phase II of this EPA program.

Mr. Behrend said another effort reaching beyond the NJTPA's borders is ongoing participation in the Metropolitan Area Planning (MAP) Forum. In late March, the group's Multi-State Freight Working Group sponsored a workshop on Off-Shore Wind Development. It included discussion of the substantial economic activity and many jobs the development is bringing to the region. A video of the workshop is available on the NJTPA website.

Mr. Behrend thanked Board members and staff who led and presented at numerous sessions at April's TransAction conference. He also thanked NJTPA staff who helped organize the event and staffed the NJTPA booth in the exhibit hall. He said the conference was a great opportunity to showcase our work, gather ideas, and learn from others. The NJTPA also hosted a booth at the New Jersey Association of Counties' annual conference. He said he moderated a discussion of NJTPA public engagement innovations, including the pilot Outreach Liaisons Program, the UpNext young adults' advisory group, and the demonstration projects.

Mr. Behrend made a few announcements: the 2023 edition of the NJTPA Acronym Guide was recently published; the spring virtual meeting of the Morris Canal Working Group is set for May 18; and the NJTPA will host an in-person Autonomous Vehicle Symposium on June 6.

F. Presentation

Bill Keyrouze, Executive Director, Association of Metropolitan Planning Organizations (AMPO), was the featured speaker. He outlined the mission of the organization and provided an overview of the increased resources available through the IJA, also known as the Bipartisan Infrastructure Law (BIL), including new technical assistance programs and new programs for which MPOs are eligible.

Among the key points he made were that discretionary funding under the \$100 billion IJA law totals \$28 billion, up from \$5.5 billion in the previous federal transportation funding law; New Jersey has thus far received \$5.5 billion in both discretionary and formula funding under the law, underwriting 92 projects; many local governments face challenges in developing applications due to staffing shortages and lack of matching funding; and federal assistance programs are available to help with the application process. In answer to a question from Commissioner Stephen Shaw, Morris County, Mr. Keyrouze said the life of the bill runs through Federal Fiscal Year 2026, and the funds are allocated to state departments of transportation on an annual basis. In answer to a question from Mr. Swords, Mr. Keyrouze said AMPO has been coordinating with

USDOT and HUD to identify best practices to better coordinate transportation, land use and affordable housing policies.

G. Committee Reports/Action Items

Project Prioritization – Commissioner John P. Kelly, Chair

Commissioner Kelly thanked Commissioner Charlie Kenny, Middlesex County, for leading the April 17 meeting in his absence. He said the Committee considered five action items at that meeting, four of which are on the agenda. The first is a minor amendment to the FY 2022-2025 TIP to add federal funding for the Portal North Bridge project as requested by NJ TRANSIT. He said the Federal Transit Administration added \$25 million from the discretionary Capital Investment Grants program for the project's Engineering, Right-of-Way, and Construction phases of work in Federal Fiscal Year 2023.

The Commissioner said the next action item is a minor amendment to the current TIP to add federal funds for two projects in Morris County, as requested by the New Jersey Department of Transportation. For the Route 80/15 Interchange Project, the request is to shift National Highway Performance Program funding for Right-of-Way from Fiscal Year 2023 to Fiscal Year 2025, and to increase this funding by \$2.8 million to \$4 million in Fiscal Year 2025. This action also advances Construction funding for the project, from Fiscal Years 2029 through 2031, to 2027 through 2029. It also increases multiyear funding for Construction by \$39.5 million to \$144.5 million. For the Route 80, Bridges over Howard Boulevard Project, the request is to change the source of Construction funding from National Highway Performance Program funds to Bridge Formula Program funds, and to add \$19 million of this funding to Construction in 2023, for a revised total of \$63 million.

Commissioner Kelly said the third action item is a minor amendment to the FY 2022–2025 TIP to transfer NJTPA Carbon Reduction Program funds to NJ TRANSIT's Transit Enhancements Program, as requested by the NJTPA and NJ TRANSIT, to advance portions of the Essex Hudson Greenway project.

The Commissioner said the Committee also approved 32 projects for the 2023 Transportation Alternatives Set-Aside Program, which funds community-based “non-traditional” projects designed to strengthen the cultural, aesthetic, and environmental aspects of the nation's intermodal system. He said a Technical Review Committee comprised of NJTPA Central Staff, NJDOT's Division of Local Aid, Division of Traffic Engineering and Safety, and Bureau of Environmental Program Resources reviewed 68 applications and the 32 top-scoring projects in the region were funded with a total of \$35.8 million. The State is expected to make an official announcement of all selected projects in New Jersey later in May.

Commissioner Kelly said the final item considered by the Committee at the April 17 meeting was the 2022 financial plan update for the Route 80, Route 15 Interchange Project in Morris County. Projects costing from \$100 million to \$500 million in federal funding require financial plans. Since the last update of this project's financial plan, the cost has increased by about \$48 million due to inflation and the price of steel. To date, the project has spent \$9 million, about five

percent of the total cost. Construction is expected to begin in 2028, and completion is expected by the end of 2032. The Committee approved this financial plan update, and no further action is needed.

Regarding the special meeting held on May 5, the committee approved a minor amendment to the TIP to add federal funds to the Route 7, Kearny drainage improvements project, as requested by NJDOT. The additional \$16 million will address project changes and increased costs and bring the total cost to \$131 million, allowing this work to move forward.

Action Item 1: Minor Amendment to the FY 2022-2025 Transportation Improvement Program to Add Federal Funding for the Portal North Bridge Project as Requested by NJ TRANSIT (Attachment 2)

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

Action Item 2: Minor Amendments to the FY 2022-2025 Transportation Improvement Program to Add Federal Funds for Two Projects in Morris County as Requested by the New Jersey Department of Transportation (Attachment 3)

- **Route 80/15 Interchange Project**
- **Route 80, Bridges over Howard Boulevard Project**

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

Action Item 3: Minor Amendment to the FY 2022-2025 Transportation Improvement Program to Transfer NJTPA Carbon Reduction Program Funds to NJ TRANSIT’s Transit Enhancements Program as Requested by the North Jersey Transportation Planning Authority and NJ TRANSIT (Attachment 4)

Jeremy Colangelo-Bryan, NJ TRANSIT, requested a minor refinement to the text of the resolution and summary to change “Greenway project” to “Greenway and Transitway project.” Mr. Behrend indicated that this revised project name reflects the project description and intent as discussed with NJ TRANSIT and described in NJ TRANSIT documents submitted to the NJTPA.

A motion to approve the resolution was made by NJ TRANSIT, seconded by Jersey City, and carried unanimously.

Action Item 4: Approval of Projects for the 2023 Transportation Alternatives Set-Aside Program (Attachment 5)

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

Action Item 5: Minor Amendment to the FY 2022-2025 TIP to Add Federal Funds to the Route 7, Kearny Drainage Improvements Project, as requested by NJDOT (Attachment 6)

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

Planning and Economic Development – Commissioner Charles Kenny, Chair

Commissioner Kenny said the Committee considered one action item at the April 17 joint meeting. It concerns Support for Pavement, Bridge, Travel Time Reliability, and Freight Performance Measure Targets Set by the New Jersey Department of Transportation. He said, as part of the federal transportation performance management process, Central Staff has begun to set two- and four-year targets for national performance measures for the period January 1, 2022 through December 31, 2025. NJDOT and New Jersey's three Metropolitan Planning Organizations worked together to identify and agree upon statewide targets for the following measures:

- Six measures of condition for the National Highway System (NHS), four regarding pavement condition on Interstate and non-Interstate NHS roadways and two regarding the condition of NHS bridge decks
- Two performance measures involving the reliability of travel times on the Interstate and non-Interstate NHS
- A freight performance measure, which involves truck travel time reliability on the Interstate system.

The Commissioner noted that, while federal regulations allow MPOs to develop their own targets, it is appropriate for the NJTPA to support the New Jersey statewide targets since they were collaboratively developed by NJDOT, NJTPA, the other two MPOs in the state and other stakeholders. In agreeing to the targets, the NJTPA commits to planning and programming projects that will help meet them.

Chair Kenny said, also at the April meeting, the Committee received an update on current funding opportunities under IIJA. Applications are open for safety, charging infrastructure, and resiliency programs. There is also a funding opportunity for the Wildlife Crossings Program aimed at reducing roadway collisions involving animals and preserving natural habitats. Detailed information on applying for these grants is available at [Grants.gov](https://www.grants.gov), and relevant links can be found on the NJTPA's [IIJA web page](#).

Action Item 6: Support for Pavement, Bridge, Travel Time Reliability, and Freight Performance Measure Targets Set by New Jersey Department of Transportation (Attachment 7)

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

Freight Initiatives – Chair, Commissioner Jason Sarnoski, Warren County

On behalf of Commissioner Sarnoski, who could not attend the Board meeting, Commissioner Sara Sooy, Somerset County, Vice Chair of the Committee, said the April 17 meeting of the Freight Initiatives Committee featured the Annual Port Industry Update, and the Committee heard presentations by two officials with key roles in maintaining and improving port operations. The first speaker was Beth Rooney, Port Director, Port Authority of New York & New Jersey (PANYNJ). She said the Port has seen significant cargo growth, despite numerous international supply chain challenges. For five of the last seven months the Port has been number one in the country, handling a container volume of more than 9.5 million TEU's (twenty-foot equivalent units). The Port is also seeing a recovery in the cruise ship business. Ms. Rooney noted that the Port is capturing a substantial portion of port volume from the West Coast that is being diverted due to labor concerns there and other factors affecting the inland movement of cargo from the west.

The Commissioner said Ms. Rooney then focused on two upcoming PANYNJ projects to address access issues for the Newark/Elizabeth port complex. One is the Port Street Corridor Improvement Project which involves widening access lanes in the area, among other upgrades. On the rail side, the Southbound Connector project will allow for greater efficiencies in train movements from the on-dock rail yard serving major container terminals.

Commissioner Sarnoski said the next speaker was John Nardi, President, Shipping Association of New York and New Jersey, who highlighted the organization's mission, which is to represent the interests of ocean carriers, terminal operators, and ancillary services in improving port operations. The association negotiates labor agreements and was instrumental in achieving New Jersey's withdrawal from the Waterfront Commission (a decision handed down by the U.S. Supreme Court the day after the FIC meeting). This will expedite New Jersey's ability to vet and recruit much-needed labor at the Port. Mr. Nardi noted that the Shipping Association and the PANYNJ lead the Council on Port Performance, which participates in all aspects of the supply chain. The NJTPA is also a member of the Council. Priorities of the organization for 2023 include issues related to environmental policy, land use improvements, chassis availability measures, infrastructure development and marketing strategies.

The Commissioner said the committee also received an update on the NJTPA's various freight planning activities and brief reports from committee members. The PANYNJ reported that air cargo volume at regional airports has decreased compared to last year, while truck traffic on vehicular crossings has increased. Also, the City of Newark announced that the city received a grant for Foundry Street improvements from the state's Local Freight Impact Fund. Middlesex County announced that recommendations of its Freight Movement Study will be presented at a public meeting. Somerset County thanked all those involved in the Freight Concept Development Study for eliminating the rail grade crossing on Main Street in Bound Brook.

H) Public Participation

There were no comments from the public.

I) Time and Place of Next Meeting

Chairman Bartlett announced that the next meeting of the NJTPA will be held on Monday, July 10, 2023, 10:30 a.m., in Passaic County, and details will follow shortly.

J) Adjournment

At 11:20 a.m., a motion to adjourn was made by Ocean County seconded by PANYNJ, and carried unanimously.

NORTH JERSEY TRANSPORTATION PLANNING AUTHORITY, INC.
Meeting of the Board of Trustees
Attendance Record: May 8, 2023

Subregion/Agency	Voting Members/Alternates	Staff & Others
Bergen County	Peter Botsolas	Joseph Baladi
Essex County	David Antonio	
Hudson County	Tom Malavasi	
Hunterdon County	Hon. Susan Soloway	Katherine Fullerton
Jersey City	Michael Manzella	
Middlesex County	Hon. Charles Kenny	Linda Weber
Monmouth County		Joseph Ettore
Morris County	Hon. Stephen Shaw John Hayes	
Newark	Dolores Martinez Wooden	
Ocean County	Hon. John Kelly	John Ernst
Passaic County	Hon. John Bartlett	Andras Holzmann
Somerset County	Hon. Sara Sooy	
Sussex County	Tom Drabic	
Union County	Hon. Bette Jane Kowalski	
Warren County	David Dech	
Office of the Governor	Dorian Smith	
NJDOT	Andy Swords	
NJ TRANSIT	Jeremy Colangelo-Bryan	
Port Authority of New York & New Jersey	Jay Shuffield	
Citizen's Representative	Jared Rodriguez	

Other Attendees	
Dan Callas	Avenues in Motion
Bob Werkmeister	GPI
Jim Yeager	Michael Baker International
Various members of Central Staff	NJTPA

**DRAFT RESOLUTION: MINOR AMENDMENT TO THE FY 2022 – 2025
TRANSPORTATION IMPROVEMENT PROGRAM TO
ADD FEDERAL FUNDING FOR THE PORTAL NORTH
BRIDGE PROJECT AS REQUESTED BY NJ TRANSIT**

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, 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 above the specified threshold, and a new air quality conformity determination is not required, this constitutes a minor amendment; and

WHEREAS, NJ TRANSIT is requesting the addition of federal funding for the Portal North Bridge (DB NUM T538) project, to be programmed with discretionary funds from Federal Transit Administration's Capital Investment Grants program (U.S.C. Section 5309); 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 and Infrastructure Investment and Jobs 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

Approved May 8, 2023

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 NJ TRANSIT for submission to the Federal Transit Administration.

**DRAFT RESOLUTION: MINOR AMENDMENTS TO THE FY 2022 – 2025
TRANSPORTATION IMPROVEMENT PROGRAM TO
ADD FEDERAL FUNDS FOR TWO PROJECTS IN
MORRIS COUNTY 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 formally adopted the FY 2022 – 2025 Transportation Improvement Program (TIP) on September 13, 2021; 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 a project or program with federal funds is added to the TIP or when federal funds above a specified threshold are added to a project, and a new air quality conformity determination is not required, this constitutes a minor amendment; and

WHEREAS, the New Jersey Department of Transportation has requested the addition of federal funds for the Route 80/15 Interchange project (DBNUM 93139) in Morris County, and Route 80, Bridges over Howard Boulevard (CR 615) project (DBNUM 15351) in Morris County; and

WHEREAS, the Infrastructure Investment and Jobs Act provides the resources for these projects; and

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

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

WHEREAS, the FY 2022 TIP conforms to the MAP-21/FAST Act and Infrastructure Investment and Jobs Act performance-based planning requirements; and

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

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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 amendments 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.

**DRAFT RESOLUTION: MINOR AMENDMENT TO THE FY 2022 – 2025
TRANSPORTATION IMPROVEMENT PROGRAM TO
TRANSFER NJTPA CARBON REDUCTION PROGRAM
FUNDS TO NJ TRANSIT’S TRANSIT ENHANCEMENTS
PROGRAM AS REQUESTED BY THE NORTH JERSEY
TRANSPORTATION PLANNING AUTHORITY AND NJ
TRANSIT**

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, 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 line item that is not currently programmed with federal funds or when federal funds are added above the specified threshold, and a new air quality conformity determination is not required, this constitutes a minor amendment; and

WHEREAS, New Jersey’s New York-Newark urbanized area was allocated \$27.307 million in Carbon Reduction Program funds authorized in Federal Fiscal Years (FFY) 2022 and 2023 pursuant to the federal Infrastructure Investment and Jobs Act (Bipartisan Infrastructure Law), and these funds are currently programmed in the TIP’s program line item NJTPA Carbon Reduction Program (DBNUM N2309), in FFY 2023; and

WHEREAS, the NJTPA and NJ TRANSIT are jointly proposing to transfer federal funds from the NJTPA Carbon Reduction Program (DBNUM N2309) line item to NJ TRANSIT’s Transit Enhancements/Transportation Alternatives Program/Alternative Transit Improvements (DBNUM T210) program line item; and

WHEREAS, NJ TRANSIT is proposing using these funds for planning, engineering, right of way, and construction of the Greenway and Transitway project in partnership with New Jersey Department of Environmental Protection; and

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WHEREAS, the Greenway and Transitway project will convert an approximately nine-mile former rail right of way into a recreation and alternative transportation corridor; 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 these actions; and

WHEREAS, the FY 2022 TIP conforms to the MAP-21/FAST Act and Infrastructure Investment and Jobs 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 and NJ TRANSIT for submission to the Federal Highway Administration and Federal Transit Administration.

**DRAFT RESOLUTION: APPROVAL OF PROJECTS FOR THE 2023
TRANSPORTATION ALTERNATIVES SET-ASIDE
PROGRAM**

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

WHEREAS, the Transportation Alternatives (TA) Set-Aside program is supported with a set-aside of funds under the Surface Transportation Block Grant Program (STBGP) under federal surface transportation legislation; and

WHEREAS, the TA Set-Aside program provides an opportunity for eligible applicants to apply for federal funding for the construction of community based “non-traditional” projects designed to strengthen the cultural, aesthetic, and environmental aspects of the nation’s intermodal system; and

WHEREAS, the New Jersey Department of Transportation (NJDOT) sent out solicitation notifications in May 2022 inviting eligible applicants to submit for the program; and

WHEREAS, NJDOT received 68 eligible TA Set-aside applications in the NJTPA region; and

WHEREAS, a Technical Review Committee (TRC) 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, a total of \$35.8 million has been designated to fund the top-scoring TA Set-Aside candidate projects; 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 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 list of projects for the Transportation Alternatives Set-Aside Program.

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

**DRAFT RESOLUTION: MINOR AMENDMENT TO THE FY 2022 – 2025
TRANSPORTATION IMPROVEMENT PROGRAM TO
ADD FEDERAL FUNDS TO THE ROUTE 7, KEARNY
DRAINAGE IMPROVEMENTS PROJECT AS REQUESTED
BY THE NEW JERSEY DEPARTMENT OF
TRANSPORTATION**

WHEREAS, the North Jersey Transportation Planning Authority, Inc. (NJTPA) has been designated by the Governor of New Jersey as the Metropolitan Planning Organization (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, 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 a project or program with federal funds is added to the TIP or when federal funds above a specified threshold are added to a project, and a new air quality conformity determination is not required, this constitutes a minor amendment; and

WHEREAS, the New Jersey Department of Transportation has requested the addition of federal funds to the *Route 7, Kearny Drainage Improvements project (DB# 93186)* in Bergen and Hudson counties, and

WHEREAS, the Infrastructure Investment and Jobs Act provides the resources for this project; and

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

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

WHEREAS, the FY 2022 TIP conforms to the MAP-21/FAST Act and Infrastructure Investment and Jobs Act performance-based planning requirements; and

Approved May 8, 2023

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 amendments 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.

DRAFT RESOLUTION: SUPPORT FOR PAVEMENT, BRIDGE, TRAVEL TIME RELIABILITY, AND FREIGHT PERFORMANCE MEASURE TARGETS SET BY THE NEW JERSEY DEPARTMENT OF TRANSPORTATION (NJDOT)

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

WHEREAS, 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 integrate those targets into their planning documents and processes; and

WHEREAS, the Federal Highway Administration (FHWA) rules on performance management requires that MPOs and State departments of transportation coordinate on setting performance targets for National Highway System (NHS) infrastructure condition, NHS system performance, and freight performance measures; and

WHEREAS, the FHWA has established six national performance measures for NHS infrastructure condition: 1) percent of the Interstate pavement lane-miles in good condition, 2) percent of the Interstate pavement lane-miles in poor condition, 3) percent of the non-Interstate NHS pavement lane-miles in good condition, and 4) percent of the non-Interstate NHS pavement lane-miles in poor condition, 5) percent of the NHS bridges (by deck area) in good condition, and 6) percent of the NHS bridges (by deck area) in poor condition; and

WHEREAS, the FHWA has established two national performance measures for NHS system performance: 1) percent of person-miles traveled with reliable travel times on the Interstate system, and 2) percent of person-miles traveled with reliable travel times on the non-Interstate NHS; and

WHEREAS, the FHWA has established one national performance measure for freight: the truck travel time reliability index on the Interstate system; and

WHEREAS, based on the FHWA final rule on metropolitan planning, MPOs must establish targets for the infrastructure condition, system performance, and freight measures within 180 days of state departments of transportations (DOTs) setting statewide targets; and

WHEREAS, the NJTPA coordinated with NJDOT and the other MPOs in New Jersey on analyzing trends and developing appropriate statewide targets for these measures; and

Approved May 8, 2023

WHEREAS, NJDOT reported final targets to FHWA in the web-based Performance Management Form due on December 16, 2022, which was transmitted to NJTPA on January 31, 2023; and

WHEREAS, the final rule on metropolitan planning states that MPOs have two options: 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.

NOW, THEREFORE, BE IT RESOLVED, that the NJTPA hereby supports the NJDOT statewide targets for the NHS infrastructure condition, NHS system performance, and freight performance measures; and

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

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