



JOHN W. BARTLETT, CHAIR

BOARD MEETING AGENDA

November 13, 2023

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, November 10 2023.

- 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 – Nathaly Agosto Filion, Deputy Climate Resilience Officer, New Jersey Department of Environmental Protection
- H. Committee Reports/Action Items*

• Planning and Economic Development – Commissioner Charles Kenny, Chair

- 1. Adoption of NJTPA-Specific Roadway Safety Performance Measure Targets for 2024 (Attachments H.1.a, H.1.b.)
- 2. Endorsement of New Jersey Department of Transportation Adjusted 2020 Urban Area Boundaries (Attachments H.2.a., H.2.b.)

• Project Prioritization – Commissioner John P. Kelly, Chair

• Freight Initiatives – Commissioner Jason Sarnoski, Chair

I. Public Participation

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

J. Time and Place of Next Meeting: The next meeting of the NJTPA will be held in-person on January 8, 2024 at 10:30 a.m. at the NJTPA, One Newark Center (1085 Raymond Blvd.), Newark, NJ 07102.

K. Adjournment



JOHN W. BARTLETT, CHAIR

Board Meeting Minutes

September 12, 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 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 on the bulletin board at the Hall of Records in Newark.

B. Roll Call

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

C. Approval of Minutes

A motion to approve the minutes of the July 10, 2023 meeting was made by Morris County, seconded by Middlesex County and carried unanimously.

A motion to approve the minutes of the August 10, 2023 special meeting was made by Union County, seconded by Hunterdon County and carried with 18 affirmative votes. The Port Authority of New York & New Jersey (PANYNJ) abstained.

D. Chairman's Remarks

Chair Bartlett thanked everyone who made the trip to Paterson for the July Board meeting. He said it was his pleasure to host the meeting there, and he hoped those who attended enjoyed the tour of Great Falls National Park and Hinchcliffe Stadium after the meeting. He thanked the Board members who were able to attend the special Project Prioritization Committee and Board meetings on short notice in August. Through the efforts of the Board, NJTPA staff, NJ TRANSIT and New Jersey Department of Transportation (NJDOT), the region received an additional \$248 million in federal funds for four NJ TRANSIT programs. The funding was made available through the Federal Highway Administration's (FHWA) August redistribution process, allowing New Jersey to take advantage of funds other states could not get authorized.

The Chair noted that much needed projects are being funded in his home county of Passaic and in Essex, Hudson, Hunterdon, Middlesex, Monmouth, and Union counties. He also thanked staff

from the Governor's Office, the NJTPA, NJDOT, and NJ TRANSIT for their work securing \$44 million that was subject to rescission in the federal Fiscal Responsibility Act signed into law in June. The Board previously approved amending the TIP to add that funding from the Coronavirus Aid, Relief and Economic Security Act for NJ TRANSIT sustainability projects. Thanks to the quick work of everyone involved, that money stayed in New Jersey and will be used for bus garage electrification, solar-powered bus shelters, electric mini-buses, micro transit shuttles, and bike sheds.

Chair Bartlett said the Board will consider adopting the Fiscal Year (FY) 2024-2027 TIP and the accompanying Air Quality Conformity Determination at the meeting. He said approving the TIP allows the subregions and partner agencies to use federal funding for design, engineering, and construction work throughout the region.

The Chair thanked all who submitted 494 comments during the 30-day public comment period for the TIP and Air Quality Conformity Determination. A summary of all comments with responses from the NJTPA and partner agencies, as well as the full text of written comments (TIP Appendix E), has been posted to the [NJTPA's website](#). Chair Bartlett noted that more than 480 of the written comments were about the Northern Valley Greenway, a concept for an 8-mile linear park along an unused section of CSX rail line in Bergen County. All but one greenway comment requested that the project be added to the TIP to make it eligible for federal funding. He said the NJTPA supports the Northern Valley Greenway, and the project is included in the Long Range Transportation Plan (LRTP), making it eligible for federal funding, but the TIP is for projects that have completed conceptual planning and are in the design, engineering, or construction phases of work. The greenway project has not yet advanced to these stages, so it is too early in the development process to add it to the TIP. Also, projects cannot be added to the TIP until they have designated and committed federal funding. If federal funding is awarded for the Northern Valley Greenway, the Board can add the funding to the TIP through the amendment process.

NJDOT Assistant Commissioner Mike Russo thanked all involved for their responsiveness and cooperation in facilitating the region's ability to obtain the additional federal funding.

Jeremy Colangelo-Bryan, NJ TRANSIT, expressed appreciation for the collaborative efforts of various agencies and organizations in securing the additional funding. He noted that transit projects are poised to move forward rapidly with the newfound support.

E. Executive Director's Report

NJTPA Executive Director David Behrend thanked Mr. Russo, who is retiring, for all his work with the NJTPA over the years.

Mr. Behrend thanked NJDOT, NJ TRANSIT, the subregions and Central Staff for their efforts over many months to develop the federally required TIP and Air Quality Conformity documents. He announced that Central Staff has finalized the Regional Active Transportation Plan, which identifies a conceptual network of priority investments to improve opportunities for walking and biking and provides a strategy guide for implementation. He noted that the plan grew directly from the priorities of the region's LRTP, demonstrating the ongoing commitment to expand walking and biking where possible throughout the region. Mr. Behrend said the NJTPA is

coordinating with the New York Metropolitan Transportation Council on a study of the feasibility of a separated walking-biking path along the Palisades Interstate Parkway and U.S. Route 9W corridor connecting the George Washington Bridge to the Governor Mario M. Cuomo Bridge.

Mr. Behrend said another key product, also posted on the [NJTPA website](#), is an update to the NJTPA's 2017 Coordinated Human Services Transportation Plan (CHSTP). The plan includes new demographic data, findings from a stakeholder survey and focus group and re-prioritized recommendations to better address the transportation needs of seniors, low-income people, veterans, and individuals with disabilities. Mr. Behrend said the region's Transportation Management Associations (TMAs), along with non-profits and local governments, are important implementers of this plan. An example of their efforts was highlighted in a presentation at the Regional Transportation Advisory Committee (RTAC) meeting in August. It focused on the TMAs' travel training activities to help older adults, those with disabilities, and others to better understand and use transit services in their area – a good example of the kind of work encouraged by the CHSTP.

Mr. Behrend noted that final reports for subregional studies by Essex, Hudson, and Union counties were posted to the [NJTPA website](#). He said two other studies are getting underway – Jersey City is updating its Traffic Calming Tool Kit and Newark is creating a Bike Plan. All these studies reflect a wide range of needs identified in the long-range plan.

Mr. Behrend said four county-led Local Concept Development studies are now underway: Corridor Improvements to County Route 3 in Manalapan Township in Monmouth County; Safety Improvements to Easton Avenue in Franklin Township in Somerset County; a Congestion Mitigation Project along Kennedy Boulevard and County Line Road in Lakewood Township in Ocean County; and exploring options for the Lenape Island Road Bridge over Indian Lake in Denville Township in Morris County.

Mr. Behrend said Central Staff will host three webinars on local safety action plans in cooperation with FHWA's New Jersey Division Office and the FHWA Resource Center in Washington D.C. He said these webinars will complement the NJTPA's assistance to the subregions in developing these plans, which provide a framework for identifying, analyzing, and prioritizing safety improvements on local roads. The NJTPA will also host an in-person workshop in November for Central Staff and subregional planners and engineers.

Mr. Behrend said NJDOT is accepting applications for the Safe Routes to School program through November 17. The NJTPA works with NJDOT and other metropolitan planning organizations (MPOs) in administering the program. Applicants include counties, municipalities, and school districts. A final webinar on the program will be held October 4. Details are on the NJDOT [Local Aid webpage](#). Mr. Behrend noted that high schools are now eligible to apply.

Mr. Behrend said applications are being accepted to the Vibrant Places Program through September 30. In this program, the NJTPA works with the Voorhees Transportation Center at Rutgers to offer technical assistance for creative placemaking projects, including using arts, culture, and other community assets to enhance streets and public spaces to help strengthen local economies and quality of life. Information is available on the [NJTPA](#) and [Together North Jersey](#) websites and was emailed to the RTAC.

Mr. Behrend said application deadlines are approaching for the Reconnecting Communities program on September 28 and the SMART program for advanced technologies on October 10.

Mr. Behrend announced that the NJTPA continues to recruit members for the UpNext North Jersey young adult advisory group, which is open to residents of the 13 NJTPA counties, ages 21 to 30. Additional information is available on the [NJTPA website](#).

F. Presentation: George Washington Bridge Pedestrian and Cyclist Access Improvements

Jay Shuffield, PANYNJ, said the George Washington Bridge is the region’s primary goods movement corridor and the only direct crossing over the Hudson River between New Jersey and New York for pedestrians and cyclists. He said the \$2 billion rehabilitation project, known as “Restore the George,” is funded entirely by PANYNJ revenue, as toll roads are ineligible for federal funding. Mr. Shuffield introduced Alex Levi from the Design Division of the PANYNJ Engineering Department.

Mr. Levi detailed work on the bridge’s North Walk, which began in 2017. He said the rehabilitation project, which involves replacing the suspender ropes, checking the main cables and several upgrades, provided a chance to consider accessibility across the bridge for people other than car and truck drivers. Mr. Levi said work on the North Walk was recently completed. Long switchback ramps 11 to 14 feet wide were installed to provide access, eliminating the need for cyclists to navigate stairs and hairpin turns. The New Jersey ramp connects to the Long Path in Palisades Interstate Park in Fort Lee and there is also a viewing area. He said the North Walk opened in February and has seen “incredible volume” even during the week, augmenting the commuting connection between New Jersey and New York. Mr. Levi said the southern side of the bridge is now closed to pedestrians and cyclists. The new South Walk is expected to open in 2027. Once both sides are complete, there are plans for the North Walk to be used exclusively by cyclists and for the South Walk to be for pedestrians and people in wheelchairs.

During the ensuing Q&A session Mr. Levi said community outreach for the project was conducted over a long period before design including interacting with community boards, individuals, and groups on both sides of the river. In response to questions, Mr. Shuffield said some thought has been given to potential rail crossings between New York and New Jersey for transit purposes, but the bridge may not be the best corridor for such rail crossings, though the concept may be revisited in future consideration of trans-Hudson crossings. Mr. Levi said the project design considered various motorized and non-motorized vehicles that could access the bridge’s bicycle and pedestrian facilities, including e-bikes and cargo bikes. He said rules for their use on the bridge would have to evolve along with their level of use and configurations.

G. Committee Reports/Action Items

Project Prioritization – Commissioner John P. Kelly, Chair

Commissioner Kelly said the Committee considered two action items at its August 28 meeting. First, the Committee recommended approval of the NJTPA’s Self-Certification. He explained that the Board must self-certify the NJTPA planning process each time the TIP is adopted. He

said the action confirms that the NJTPA complies with all relevant federal regulations and maintains the region's eligibility to receive federal transportation funding.

The Commissioner said the second item was approval of the new FY 2024-2027 TIP, along with the required Air Quality Conformity Determination. He said nearly \$14.3 billion in investments is programmed during the four years of the TIP. In FY 2024, approximately \$1.9 billion is programmed for road, bridge and other related NJDOT projects, and nearly \$1.5 billion for NJ TRANSIT projects and programs. Commissioner Kelly said, in keeping with long-standing NJTPA policy, the TIP emphasizes safety and state of good repair, with more than 67 percent dedicated to the management and preservation of the transportation system.

Commissioner Kelly noted that the Board received addendums to the TIP the previous week. The changes are mostly due to additional federal funding made available to the region, as well as some adjustments to project descriptions and timing. None of the changes altered the project list the Board was slated to approve. The changes include adding the Tonnelle Avenue Bridge and Utility Relocation Project, which is part of the Gateway Program; an electric vehicle charging station project and a Sinatra Drive redesign project, both in Hoboken. Also, four projects were reinstated:

- The Route 9, Indian Head Road to Central Avenue/Hurley Avenue Pavement project in Ocean County;
- The Route 15, Bridge over Paulins Kill project in Sussex County;
- The Route 23, Bridge over Pequannock River/Humburg Turnpike in Morris and Passaic counties; and
- The Route 206, Doctors Way to Valley Road project in Somerset County.

The Commissioner said the TIP also underwent a required Air Quality Conformity Determination, which involves modeling the total air quality impact of all the projects in the program. This analysis found that the impacts were within the budgets set in the State Implementation Plan for addressing key pollutants.

Commissioner Kelly said the committee recommended Board approval of the TIP and Air Quality Conformity Determination. A summary of comments from the 30-day public comment period and the responses from NJTPA, NJDOT, and NJ TRANSIT was posted on the [NJTPA website](#) and will be included in an appendix to the TIP.

The Commissioner said, also at the meeting, the Committee considered a modification to the current TIP to add federal funds to the New Jersey Transit Bus Acquisition Program. He said this action will cover the purchase of articulated buses and battery electric buses with funds released from the Rail Rolling Stock Procurement Program. The revision also reflects a change in the annual distribution of Congestion Mitigation Air Quality (CMAQ) program funds from NJDOT to NJ TRANSIT to support procurement of rail rolling stock. Commissioner Kelly said the Committee approved the modification, and no further action is needed.

Commissioner Kelly thanked the Board and Committee members for their flexibility in rescheduling the August joint committee meeting to accommodate approval of the TIP and Air Quality Conformity Determination and for participating in the two special meetings in August to program funds available through the FHWA's August redistribution process. He said this allows 12 transit projects to advance.

Action Item 1: Approval of the FY 2024 North Jersey Transportation Planning Authority Self-Certification (Attachment 2)

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

Action Item 2: Approval of the FY 2024-2027 Transportation Improvement Program and the Air Quality Conformity Determination (Attachment 3)

A motion to approve the resolution was made by Bergen County, seconded by Middlesex County and carried with 18 affirmative votes. Warren County cast a negative vote.

Commissioner Jason Sarnoski, Warren County, said there are still lingering concerns about the Interstate 80 Rock Fall Mitigation project, and it is crucial that work continues on its development to ensure that it is the right project at the right cost. He said his primary concern pertains to the Routes 57 and 519 intersection improvements, a project that has been in the pipeline for 31 years. He said completion by 2025 was promised, but construction has been delayed to 2028-2029, a delay “too long to accept.” The Commissioner said, for these reasons, Warren County will not vote affirmatively to approve the TIP.

Tim Sevenser, New Jersey Association of Rail Passengers, said continued widening of highways exacerbates existing issues such as congestion. He said widening Route 17 and Route 80 and adding to Route 1/9 will not alleviate congestion. He said that funding could instead be invested in expanding rail infrastructure and providing roll-on, roll-off truck access to rail. Mr. Sevenser reiterated his call for improved passenger rail access to Montclair and Denville.

Planning and Economic Development – Commissioner Charles Kenny, Chair

Commissioner Kenny said the Committee considered the FY 2024 Study and Development Program at the August joint meeting. He said the program consists of projects in the Concept Development phase, which includes planning, environmental reviews, and other activities that prepare projects to be considered for capital funding and possible inclusion in the TIP. The Commissioner reported that 42 projects in last year’s program graduated into this year’s draft TIP, and this year’s Study and Development Program includes 19 new projects, and nine that continue to progress through Concept Development. He noted that the Board received a revised Study and Development Program the previous week reinstating the Route 9W, Palisades Avenue to the New York State Line project in Bergen County.

The Commissioner said, at the meeting, the Committee heard a presentation about the NJTPA’s Regional Active Transportation Plan, which Mr. Behrend spoke about. He said the NJTPA will provide ongoing support to the subregions for implementing the plan, including sharing data, creating an interactive mapping tool, and offering technical assistance programs. The plan is posted on the [NJTPA website](#).

Commissioner Kenny said, also at the meeting, Central Staff briefed the committee on several Infrastructure Investment and Jobs Act funding opportunities, including the Reconnecting

Communities and Neighborhoods program. Information about these grants can be viewed on the [NJTPA website](#).

Action Item 3: Approval of the FY 2024 Study and Development Program (Attachment 4)

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

Freight Initiatives – Commissioner Jason Sarnoski, Chair

Commissioner Sarnoski said the August 21 meeting of the Freight Initiatives Committee featured updates on federal and state funding opportunities for freight projects. He said the first speaker was Tom Morkan, from the U.S. Maritime Administration. Among the programs Mr. Morkan highlighted was the Port Infrastructure Development Program, which awards grants on a competitive basis to projects that improve port safety and efficiency.

The Commissioner said, next, Farzana Ahmed, of NJDOT, briefed the Committee on programs the NJDOT Office of Grants Management administers. She detailed the application process for the state's Rail Freight Assistance Program, which provides \$25 million annually to improve freight rail facilities and infrastructure. Ms. Ahmed said the Office also provides aviation-related grants and oversees freight-related projects under the federal CMAQ program for New Jersey.

Commissioner Sarnoski said the next speaker, Kyle Skala of NJDOT, said the Division of Local Aid provides grants to municipalities and counties. This includes the Local Freight Impact Fund, an annual \$30.1 million statewide competitive funding program to mitigate impacts on local transportation systems associated with the state's freight industry.

The Commissioner said the final speaker, Rickie Clark, of the FHWA New Jersey Division Office, said that while few of the U.S. Department of Transportation's 40 discretionary grant programs focus exclusively on freight projects, those projects frequently qualify under various other programs. Mr. Clark highlighted a range of federal resources available to potential applicants to explore grant opportunities for freight.

Commissioner Sarnoski said, also at the meeting, committee members gave updates on freight planning activities: FHWA approved the 2023 Statewide Freight Plan in June; the Southern Middlesex County Freight Movement Study is expected to be released later in September; and the City of Newark will use one of four grants received from the Local Freight Impact Fund to proceed with improvements to Doremus Avenue to enhance pedestrian access to the port area.

H) Public Participation

Neile Weissman, Complete George, said the detailed work on the George Washington Bridge North Walk is beautiful, but it does not safely support current use, and it has no capacity for growth. He noted a recent head-on collision on the Manhattan Bridge involving multiple scooters and pedal cyclists. He said he has long feared that a catastrophic crash of this nature on the George Washington Bridge would compel the agency to make bicyclists walk their bikes due to limited capacity to accommodate all users. He said the bridge is the sole bikeable Hudson River crossing out of North Jersey, and congestion pricing is certain to fuel a surge in micro-mobility.

Mr. Weissman said that air pollution coming off the bridge has long impacted Environmental Justice communities, but its paths provide access to jobs and green space. He said, since climate legislation sets aside funds for these communities at both the federal and state levels, path enhancements across the bridge should be eligible.

Mr. Weissman said there should be a 10-foot-wide bi-directional bikeway, which would remove cyclists from the pedestrian walkways, providing safe passage over the bridge. He said such a bikeway would eliminate the threat of head-on collisions and create capacity to support regional bike share.

Mr. Sevenser acknowledged the progress made by NJ TRANSIT in terms of raising platforms and improving ADA accessibility at train stations but expressed disappointment that no rail line extensions have occurred since 2009, including light rail. Mr. Sevenser urged a serious focus on electrifying rail infrastructure to reduce reliance on cars and noted key segments that should be electrified, including from Montclair State University to Denville and Long Branch. Mr. Sevenser also suggested using rail rights-of-way for trails like the Essex-Hudson Greenway, to accommodate cyclists and provide alternative transportation options.

I) Time and Place of Next Meeting

Chair Bartlett announced that the next meeting of the NJTPA will be held in-person at the NJTPA offices on Monday, November 13, 2023 at 10:30 a.m.

J) Adjournment

At 12:07 p.m. a motion to adjourn was made by Morris County, seconded by PANYNJ and carried unanimously.

NORTH JERSEY TRANSPORTATION PLANNING AUTHORITY, INC.
Meeting of the Board of Trustees
Attendance Record: September 12, 2023

Subregion/Agency	Voting Members/Alternates	Staff & Others
Bergen County	Hon. James J. Tedesco, III Peter Botsolas	Joseph Baladi Peter Kortright Chris Helms
Essex County	David Antonio	
Hudson County	Tom Malavasi	Ashley Dominguez
Hunterdon County	Hon. Susan Soloway	Katherine Fullerton Frank Bell
Jersey City	Mike Manzella	Elias Guseman
Middlesex County	Hon. Charles Kenny Linda Weber	Andrew Lappitt Mike Dannemiller
Monmouth County	Teri O'Connor	Shilpa Bhojappa
Morris County	Hon. Stephen Shaw John Hayes	
Newark	Dolores Martinez Wooden	Trevor Howard
Ocean County	Hon. John Kelly John Ernst	
Passaic County	Hon. John Bartlett	Andras Holzmann Sal Presti
Somerset County	Hon. Sara Sooy	Walt Lane Ken Wedeen Jonathan Eagle
Sussex County	Hon. Chris Carney Tom Drabic	
Union County	Hon. Bette Jane Kowalski	Liza Betz
Warren County	Hon. Jason Sarnoski David Dech	
Office of the Governor	Dorian Smith	
NJDOT	Michael Russo	Tavainya Smith
NJ TRANSIT	Jeremy Colangelo-Bryan	Lou Millan Jim Vari
Port Authority of New York & New Jersey (PANYNJ)	Jay Shuffield	Alexander Levi
Citizen's Representative		

Other Attendees	
Jack Kanarek	Dewberry
Lou Luglio	Dynamic Traffic
Reema Loutan	Environmental Protection Agency

Sutapa Bandyopadhyay	FHWA
Bob Werkmeister	GPI
Jason Kelly	HDR
Bakari Lee	McManimon, Scotland & Baumann, LLC
Jim Yeager	Michael Baker International
David Liebgold	Michael Baker International
Various members of Central Staff	NJTPA
Andrew Mikesh	Northern Valley Greenway
Colleen Wilson	NorthJersey.com
Bright View Engineering	
L. LiVecchi	
Joseph Solomon	
Kevin Stephens	
Daniel DiPaolo	
Bharat Merchant	
Tim Sevener	
R. Talas	
Doug Greenfeld	
Justine Angela	
APMPE	
Johan Andrade	

**DRAFT RESOLUTION: APPROVAL OF FY 2024 NORTH JERSEY
TRANSPORTATION PLANNING AUTHORITY
SELF-CERTIFICATION**

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

WHEREAS, the Metropolitan Transportation Planning Process in the NJTPA region is being carried out in conformity with all the requirements as set forth in the Infrastructure Investment and Jobs Act (IIJA) and other relevant federal legislation and regulations; and

WHEREAS, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) issued the final rule to the metropolitan planning regulations, effective June 27, 2016, amending 23 CFR 450 and 49 CFR 613 to incorporate revisions to the Metropolitan Transportation Planning Process, which establish the performance management framework introduced by MAP-21 and continued by FAST Act; and

WHEREAS, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) certified in May 2023 that the transportation planning process conducted in the NJTPA region meets all the federal planning requirements specified in 23 CFR Section 450.336 and 49 USC 5303; and

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

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

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

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

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

WHEREAS, the FY 2024-2027 TIP includes a financial plan and has been fiscally constrained as required by Section 450.326 of the Metropolitan Transportation Planning and Programming regulations (title 23 U.S.C part 450); and

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

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

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

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

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

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

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

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

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

WHEREAS, the NJTPA's technical and policy committees include elected officials, providers of major modes of transportation, and appropriate state officials; and

WHEREAS, all NJTPA member agencies, NJDOT, NJ TRANSIT, PANYNJ, and the subregions, have endorsed, and agreed to the conduct of such activities as listed in the UPWP; and

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

NOW, THEREFORE, BE IT RESOLVED, that the North Jersey Transportation Planning Authority hereby certifies that the requirements listed herein which govern the Metropolitan Transportation Planning Process in northern New Jersey are met in accordance with all the applicable federal requirements.

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

DRAFT RESOLUTION: APPROVAL OF THE FY 2024-2027 TRANSPORTATION IMPROVEMENT PROGRAM AND THE ACCOMPANYING AIR QUALITY CONFORMITY DETERMINATION

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

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

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

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

WHEREAS, this four-year TIP was developed based on the requirements as set forth in the Infrastructure Investment and Jobs Act and other relevant federal legislation and regulations; and

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

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

WHEREAS, the projects contained in the Fiscal Years (FY) 2024-2027 TIP represent the region's priorities as set forth in the Long-Range Transportation Plan for northern New Jersey; and

WHEREAS, this TIP includes special efforts for senior and disabled persons as required by the Americans with Disabilities Act; and

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

WHEREAS, the U.S. Environmental Protection Agency (USEPA), under the authority of the CAAA, has designated the northern New Jersey region as among the areas in the United States to be in non-attainment with the National Ambient Air Quality Standards for ozone (measured by emissions of its precursors: nitrogen oxides (NO_x) and volatile organic compounds

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(VOCs)), in maintenance for fine particulate matter (PM_{2.5}), and in maintenance for carbon monoxide (CO); and

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

WHEREAS, the FHWA and the USEPA issued an updated set of regulations in March 2023, known as the “Final Rule,” that prescribes the necessary emissions analysis and procedures to be performed on transportation plans and programs to determine their impact on air quality as part of a detailed Conformity Determination; and

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

WHEREAS, the results of the required emissions analysis of the FY 2024-2027 TIP show that the implementation of the projects contained therein will result in emissions of VOCs, NO_x, and PM_{2.5} in each analysis year that are less than the corresponding emissions budgets contained in the SIP, thus meeting the tests for the northern New Jersey non-attainment and maintenance areas; and

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

NOW, THEREFORE, BE IT RESOLVED, that the North Jersey Transportation Planning Authority hereby approves the FY 2024-2027 Transportation Improvement Program and the accompanying Air Quality Conformity Determination.

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

DRAFT RESOLUTION: APPROVAL OF THE FY 2024 STUDY AND DEVELOPMENT PROGRAM

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

WHEREAS, the NJTPA, as part of its responsibility to establish regional investment priorities, has worked cooperatively with its member agencies in the development of NJTPA's Long Range Transportation Plan (LRTP); and

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

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

WHEREAS, the Fiscal Year (FY) 2024 Study and Development (S&D) Program has been developed through a cooperative planning effort, including subregional involvement, based on regional priorities in the LRTP; and

WHEREAS, the NJTPA, NJDOT and NJ TRANSIT will work cooperatively to monitor and expedite the progress of all S&D projects toward becoming candidates for future funding through the TIP; and

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

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

WHEREAS, the FY 2024 UPWP was approved by the NJTPA on March 13, 2023; and

WHEREAS, the Concept Development and Project Development work activities anticipated for FY 2024 listed in the attached S&D Program must be included as part of Chapter IV of the UPWP in order to commence; and

Approved September 12, 2023

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 FY 2024 S&D Program.

BE IT FURTHER RESOLVED that the attached S&D Program be included in the FY 2024 UPWP as part of Chapter IV (“Other Regional Transportation Planning Activities, Section III NJTPA Study and Development Program”).

BE IT FURTHER RESOLVED that additions, deletions or any significant changes to the attached FY 2024 S&D Program require action of the NJTPA Board of Trustees.

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

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

DRAFT RESOLUTION: ADOPTION OF NJTPA-SPECIFIC ROADWAY SAFETY PERFORMANCE MEASURE TARGETS FOR 2024

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

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

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

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

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

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

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

WHEREAS, the NJDOT notified the NJTPA of statewide roadway safety targets on June 1, 2023; and

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

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

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

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

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

Summary of Action

Adoption of NJTPA-Specific Roadway Safety Performance Measure Targets for 2024

Action: Adoption of roadway safety performance measure targets for 2024, specific to the NJTPA region.

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

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

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

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

In August 2023, the New Jersey Department of Transportation (NJDOT) identified annual targets for the calendar year 2024 in its HSIP Annual Safety Report (ASR) submitted to FHWA. These targets were set in collaboration with the New Jersey Division of Highway Traffic Safety and the three New Jersey MPOs, after analyzing crash trends and considering safety policies, programs, and projects, and were initially reported to FHWA and the NJTPA on June 1, 2023.

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

It is important to note that target-setting this year remains challenging. The data continue to reflect unsafe travel behavior since the beginning of the COVID-19 pandemic. Unfortunately, numbers for 2021 and 2022 reflect increases above pre-pandemic levels for both New Jersey overall and the NJTPA region in all five performance measures. These increases are the highest (and most worrisome) for the most vulnerable road users—those that are walking, biking, and using other nonmotorized modes.

Based on data obtained through the middle of September 2023, it appears that total fatalities and serious injuries are likely to be lower in 2023 than in 2022. However, the number of nonmotorized fatalities and serious injuries likely will increase this year compared to last year.

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

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

To set the 2024 targets, NJTPA staff started with estimates of 2023 fatalities and serious injuries (both total and just for nonmotorized travelers) and calculated a straight line trajectory in annual numbers necessary to achieve five-year averages of zero by 2050. To start on this consistent downward trajectory towards zero, the 2024 annual values must decrease approximately 4 percent from 2023 annual estimates. The five-year averages calculated with these 2024 values, the 2023 estimates, and the 2020, 2021, and 2022 data are the identified NJTPA targets.

Due to the averaging and recent trends, the targets are increases over the 2018–2022 (baseline) numbers (more so for those that include serious injuries, due to the 2019 change, as explained in the footnote to the table below). However, these targets explicitly include the goal for *reductions* in the **annual** fatalities and serious injuries, both total and non-motorized (compared to estimated 2023 annual numbers). The ability to reach these reductions in 2024 will likely depend on a combination of enhanced transportation safety programs and projects along with improvements in traveler behavior, enforcement, and other related efforts.

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

The 2018-2022 baseline and 2020-2024 targets for the five-year averages are shown in the following table.

**NJTPA 2018-2022 Baseline and 2020-2024 Targets for
Roadway Safety Performance Measures**

PERFORMANCE MEASURE	2022 BASELINE 2018–2022 (5 YEAR AVERAGE)	2024 TARGET 2020–2024 (5 YEAR AVERAGE)
Number of Fatalities	372.0	374.7 ^b
Fatality Rate	0.702	0.714 ^{b,c}
Number of Serious Injuries	1,941.8 ^{a,f}	2,213.8 ^{a,d,f}
Serious Injury Rate	3.676 ^{a,f}	4.214 ^{a,c,d,f}
Number of Non-Motorized Fatalities and Serious Injuries	555.4 ^{a,f}	647.7 ^{a,e,f}

^a Based on serious injuries for 2022 as of September 18, 2023; 2022 annual serious injury data are not yet final.

^b Based on a projected overall decrease of approximately 4 percent per year in annual fatalities, from an estimated 355 in 2023 to 340 in 2024.

^c VMT in 2023 and 2024 is projected to increase by 0.35% each year, based on Plan 2050’s forecasted VMT growth.

^d Based on a projected overall decrease of approximately 4 percent per year in annual serious injuries, from an estimated 2,272 in 2023 to 2,173 in 2024.

^e Based on a projected overall decrease of approximately 4 percent per year in annual non-motorized fatalities and serious injuries—from an estimated 704 in 2023 to 673 in 2024.

^f Beginning in 2019, New Jersey updated the police crash report to be consistent with the federally required classifications (Killed, Suspected Serious Injury, Suspected Minor Injury, Possible Injury, and No Apparent Injury). As a result of this change, injuries not previously attributed to the serious injury classification are now included in the serious injury numbers for 2019 and later. For example, a crash victim with a broken arm that would have been classified as a Moderate Injury in 2018 and earlier, is now classified as Suspected Serious Injury. As a result, the NJTPA region saw an increase in reported serious injuries due to the changes in reporting. Because the baseline period (2018-2022) includes four years with the new classification scheme, while the target period (2020-2024) includes all five years with the new classification scheme, the targets for the three measures that include serious injuries (number of serious injuries, serious injury rate, and number of non-motorized fatalities and serious injuries) exhibit an increase above the baseline.

Progress toward these 2024 targets will be assessed in 2025. While the NJDOT can face fiscal restrictions for failing to meet or make substantial progress toward meeting statewide safety targets, no specific regulatory sanctions apply to MPOs.

Based on the most current data as of September 18, 2023, it appears that the region is likely to meet the 2023 targets established last year for the total number of fatalities and the rate of fatalities per HMVMT. However, it appears it will likely not meet the targets established for the total number of serious injuries, the rate of serious injuries per HMVMT, and the total number of nonmotorized fatalities and serious injuries.

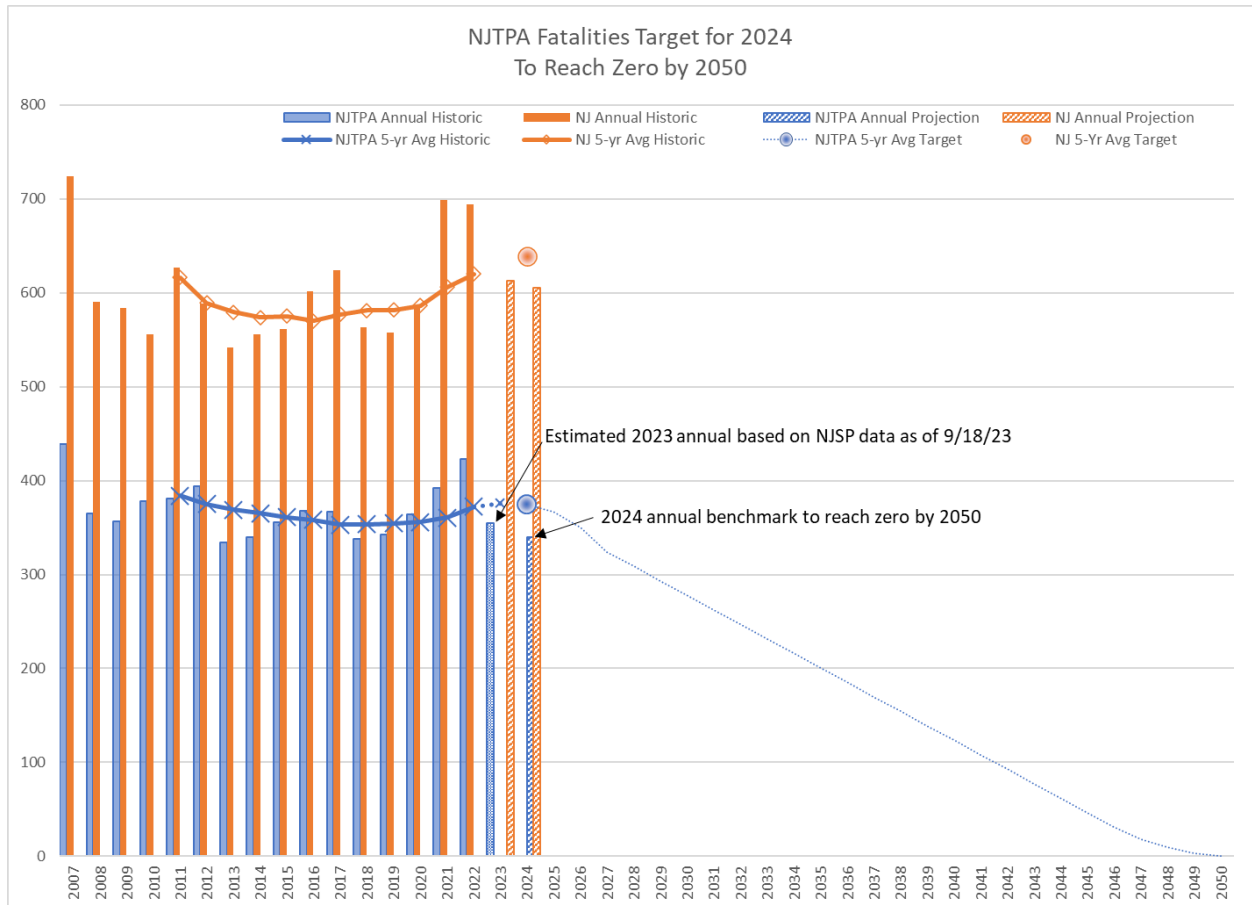
For the serious injury total and rate targets, although the 2023 estimates are for lower numbers than in 2022, the 2019-2023 targets were missed due to two primary factors: 1) based on the most recent data, the updated number of serious injuries for 2022 is now higher than what was estimated when setting the targets (which was based on earlier data received through the middle of November 2022); and 2) the estimated number of serious injuries in 2023, although lower than the 2022 value, is higher than last year’s 2023 annual projection needed to achieve zero by 2050 (which was also calculated based on the estimate of the 2022 total at that time). That said, it should still be noted that it appears that the total number of serious injuries will likely decline by

about 3 percent from 2022 to 2023 (just slightly short of the 4 percent annual decrease needed to reach zero by 2050).

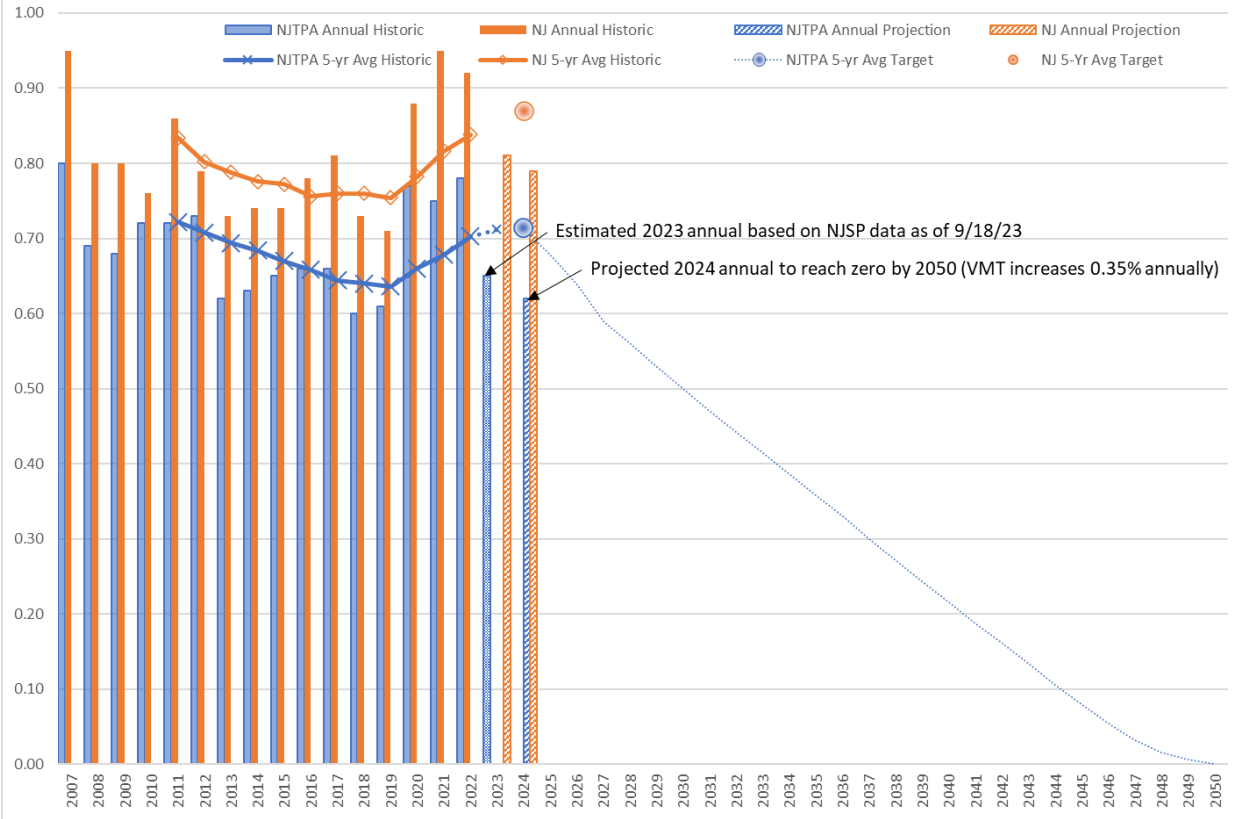
The issue with the 2023 nonmotorized fatalities and serious injuries target is much more dire. While the updated value for the 2022 annual total is very similar to the 2022 estimate from last year, it appears that the total number of nonmotorized fatalities and serious injuries will increase by more than 10 percent between 2022 and 2023. Serious attention will need to be placed on strategies to reduce fatal and serious injury crashes involving pedestrians, bicyclists, and other nonmotorized travelers to counteract this disturbing increase.

Charts

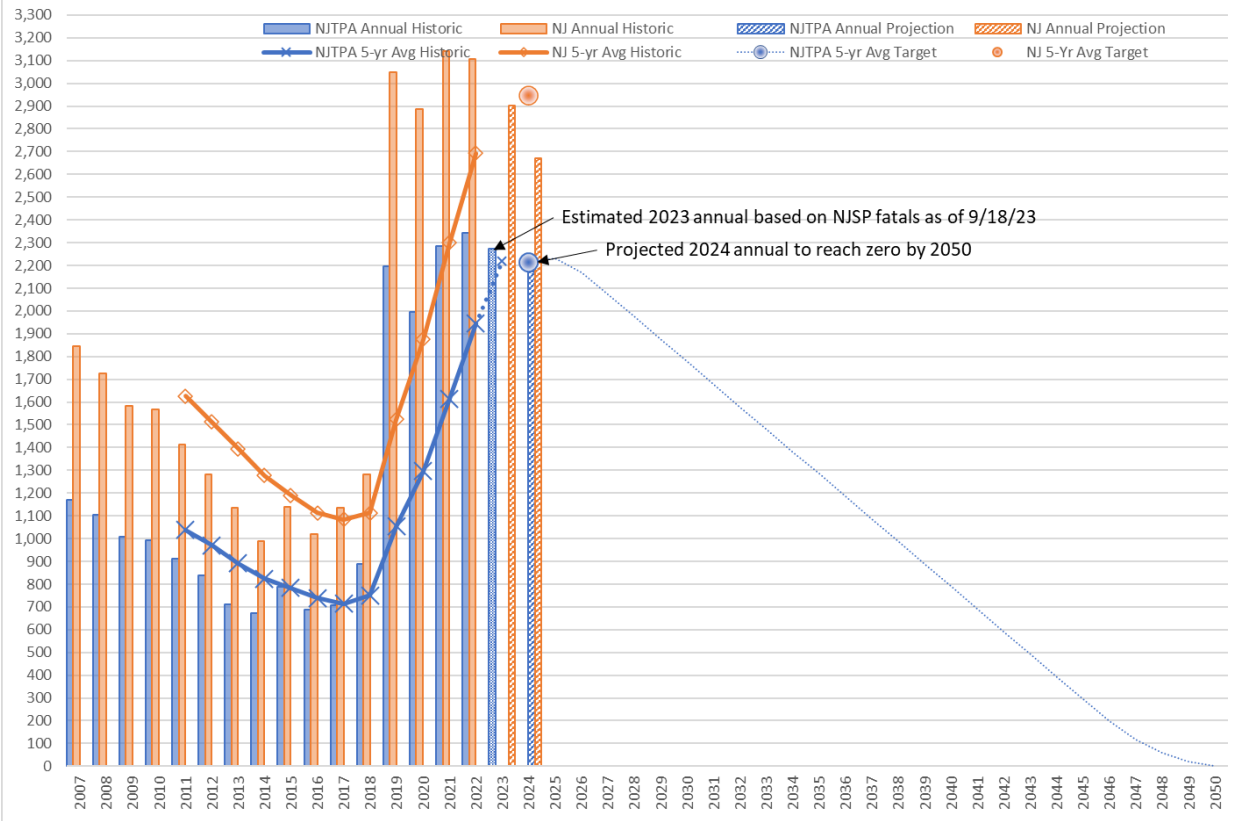
The following section presents charts showing historic values from 2007 through 2022, estimates for 2023, targets for 2024, and the long-term target of zero by 2050. Vertical bars show the annual values for each metric, while the lines show the five-year rolling average values for each performance measure. The charts show statewide figures (in orange) alongside the NJTPA totals (in blue).



NJTPA Fatality Rate Target for 2024 To Reach Zero by 2050



NJTPA Serious Injuries Target for 2024 To Reach Zero by 2050



Justification for Action: The NJTPA is required to establish roadway safety targets within 180 days after they are identified by NJDOT, by either setting a specific numeric target or targets for the NJTPA region, or by agreeing to plan and program projects that support attaining the state targets. The NJTPA is setting roadway safety targets for 2024 specific to its region (similar to last year), to reflect a long-term goal of reaching zero fatalities and serious injuries by 2050.

Staff Recommendation: Central Staff recommends approval of this action.

Attachment H.2.

DRAFT RESOLUTION: ENDORSEMENT OF NEW JERSEY DEPARTMENT OF TRANSPORTATION ADJUSTED 2020 URBAN AREA BOUNDARIES

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 Federal Highway Administration requires that states, in consultation with MPOs, classify all roadways by their functional classification based on a map of adjusted urban area boundaries completed every 10 years after each decennial census; and

WHEREAS, the first part of functional classification is to designate all roadways as urban or rural; and

WHEREAS, the 2020 Census urban areas have been released, showing the updated designations within the NJTPA region; and

WHEREAS, the New Jersey Department of Transportation has prepared, in consultation with NJTPA and its subregions, a map of adjusted urban area boundaries; and

WHEREAS, this map of adjusted urban area boundaries will serve as the first step in revising roadway functional classifications within the NJTPA region; 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; and

NOW, THEREFORE, BE IT RESOLVED, that the NJTPA hereby endorses the attached map of adjusted urban area boundaries; 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

Endorsement of New Jersey Department of Transportation Adjusted 2020 Urban Area Boundaries

Action: Endorsement of New Jersey Department of Transportation (NJDOT) adjusted 2020 urban area boundaries.

Background: The Federal Highway Administration (FHWA) requires that states, in consultation with Metropolitan Planning Organizations and the counties within the region, classify all roadways by their functional class. The first step in this process is to classify all roads as either “urban” or “rural,” largely in accordance with the NJDOT mapping of adjusted urbanized area boundaries.

The boundaries are being updated to reflect the latest census. The previous NJDOT urban area boundaries were based on the 2010 US Census urban areas, adjusted in consultation with the North Jersey Transportation Planning Authority (NJTPA) and the subregions.

The 2020 Census urban areas were released in December 2022, showing new urbanized areas within the NJTPA region. Based on FHWA guidance, NJDOT, in consultation with NJTPA and the subregions, has created adjusted urbanized area boundaries. FHWA guidance says that states can adjust the Census urban boundaries, as long as they encompass at least the Census designated areas. NJDOT has made adjustments to the Census boundaries to smooth out the boundaries based on physical features (e.g., roads, rivers) or political boundaries (e.g., municipal, county). For example, if the Census boundary crosses over a roadway several times in a short area the urban boundary was expanded or “smoothed” to include the entire stretch of roadway.

NJDOT shared draft urban area boundaries with the NJTPA in June 2023, and the NJTPA solicited comments from subregions in July 2023. NJDOT has made modifications to the urban area boundaries incorporating these comments as appropriate. The revised map reflects the final urban area boundaries to be used by NJDOT for functional classification.

By approving the resolution, the NJTPA Board is endorsing the NJDOT adjusted urban area boundaries to be used in the update of roadway functional classifications.

Justification for Action: The NJDOT is required to coordinate with the NJTPA on urban area adjustments within the NJTPA region and has requested that the NJTPA Board endorse the final adjusted urban area boundaries map.

Staff Recommendation: Central Staff recommends approval of this action.


NJDOT Adjusted Urban Areas October 3, 2023

Legend

 NJTPA Counties

 NJTPA Region


2020 NJDOT Adjusted Urban Areas

 Allentown--Bethlehem, PA--NJ

 Atlantic City--Ocean City--Villas, NJ


 Bridgeton, NJ


 Browns Mills, NJ

 Clinton, NJ


 Flemington--Raritan, NJ


 Hamburg--Vernon--Highland Lakes, NJ


 Hammonton, NJ

 Lake Mohawk, NJ


 Lambertville, NJ--PA


 Leisuretowne, NJ

 Mystic Island--Little Egg Harbor, NJ

 New York--Jersey City--Newark, NY--NJ

 Newton, NJ


 Oak Ridge, NJ

 Philadelphia, PA--NJ--DE--MD

 Salem, NJ

 Trenton, NJ

 Vineland, NJ

 Washington, NJ

 West Milford, NJ--NY

