



## JOHN W. BARTLETT, CHAIR

### Board Meeting Minutes

January 9, 2023

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#### 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, New Jersey.

#### B. Roll Call

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

#### C. Approval of Minutes

A motion to approve the minutes of the November 14, 2022 meeting was made by Ocean County, seconded by Warren County and carried unanimously.

#### D. Chairman's Remarks

Chair Bartlett welcomed Morris County Commissioner Stephen H. Shaw to the Board as the County's voting member. Commissioner Shaw replaced Commissioner Kathy DeFillippo, who retired at the end of the year. The Chair encouraged all to see the latest edition of *InTransition* magazine, which features articles on microtransit, — the subject of today's Board presentation — alternative fuel vehicles, and how the pandemic continues to affect public transit agencies.

The Chair noted that the work being done by the NJTPA is guided by its long-range plan, Plan 2050, which was approved in 2021 and is scheduled to be updated in 2025. Work on that update, he noted, has already commenced.

The Chair said the NJTPA continues several municipally focused programs, which staff recently promoted at the New Jersey State League of Municipalities conference. He said, while most of the NJTPA's funding goes directly to the subregions and partner agencies, there are several

technical assistance programs open to municipalities. This year, he said, the NJTPA is working with Harrison under the Planning for Emerging Centers Program; seven municipalities are participating in the latest cycle of the Complete Streets Technical Assistance Program, and Vibrant Places Program projects are being conducted in Lambertville and the Village of Asbury.

Chair Bartlett said the NJTPA booth at the 2022 League of Municipalities conference helped to introduce the NJTPA to many more municipal officials who may not normally work with the agency. Staff was also able to share information about federal funding opportunities under the Infrastructure Investment and Jobs Act (IIJA). He said he attended the conference, and Commissioner Charles Kenny, Middlesex County, also joined staff at the NJTPA booth there. The Chair encouraged all to take part in such gatherings as a way to represent the NJTPA and become more familiar with staff and the outreach materials they use to connect with the subregions and municipalities. He reminded all to refer to the [NJTPA IIJA webpage](#) for updates on available grant opportunities.

The Chair said the NJTPA will return to fully in-person Board meetings starting in March. He said a survey of Board members indicated consensus that there is value in meeting face-to-face, because it provides more opportunities for Board members and staff to collaborate and share ideas, and they allow them to interact with members of the public, who come out to speak about action items and other matters. He said Board meetings will continue to be livestreamed on the NJTPA website and YouTube channel. Standing committee meetings will continue to be held virtually.

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

NJTPA Executive Director David W. Behrend said he is optimistic about the new year and the opportunities it brings to the NJTPA, including continued progress in implementing the priorities of Plan 2050, such as maintaining and improving roads, bridges, and rail lines; supporting complete streets and improving safety; encouraging alternative transportation modes; and more. He said, in doing all this work, Central Staff will build on long-standing, cooperative relationships with New Jersey Department of Transportation (NJDOT), NJ TRANSIT, the Port Authority of New York & New Jersey (PANYNJ), the Governor's Authorities Unit, and the subregions. He said these working relationships should enable the region to take full advantage of federal funding programs and grants under the IIJA, which covers a wide range of infrastructure needs. Mr. Behrend said we are already seeing benefits from funding under the law, such as the rehabilitation of transit stations, planning projects such as exploring a ferry service and support for expanding the electric charging network. Increased funding has also supported critical road and bridge projects and led to progress in replacing the Portal Bridge and building new Hudson River rail tunnels.

Mr. Behrend noted that, according to figures just received from NJDOT, in the past fiscal year, the region authorized \$29.4 million in federal Highway Safety Improvement Program (HSIP) funding for priority safety projects in the Local Safety Program. He said it is the highest amount ever authorized in one fiscal year for the region in that program. He said additional projects in the Local Safety and High Risk Rural Roads programs, funded by HSIP, will be going before the Project Prioritization Committee in February and the Board in March.

Mr. Behrend said in 2023, the NJTPA will help additional subregions apply for funding under the federal Safe Streets for All Program. He said at least seven NJTPA subregions applied for funding from the current round of the program and an award announcement from the US Department of Transportation is expected shortly. He said, to enable other subregions to apply for future rounds of these grants and to bolster their safety planning activities, the NJTPA is offering to assist them in developing Local Safety Action Plans, which are a pre-requisite for seeking federal funding for implementation. He noted that this will be the subject of a Regional Transportation Advisory Committee (RTAC) teleconference on January 17. These Safety Action Plans will consider capital improvements, education, and enforcement. Mr. Behrend said, in addition to providing eligibility for federal grant awards, the plans will be valuable for identifying and developing strategies to address local safety needs. He urged all subregions to consider participating.

Mr. Behrend said the Unified Planning Work Program (UPWP) for Fiscal Year (FY) 2024, which begins July 1, guides the work of Central Staff, the subregions, and Transportation Management Associations. A [link](#) to the draft work program was distributed to all members for review. Comments are due by January 13, after which the work program will go before the Planning and Economic Development Committee in February and to the Board for approval in March.

Mr. Behrend highlighted some interesting new activities in the work program in addition to mandated and ongoing work: updates of freight industry forecasts and the Regional Capital Investment Strategy; initial public outreach work for the next long-range plan; and working with the New York Metropolitan Transportation Council to prepare a new regional household travel survey.

Mr. Behrend reported that, on November 15, the NJTPA hosted a meeting of the Multi-State Freight Working Group, a subset of the Metropolitan Area Planning (MAP) Forum, which includes representatives of 10 metropolitan planning organizations and councils of government from New Jersey, New York, Connecticut, and Pennsylvania. The topic was Effective Practices for Enhancing Last Mile Workforce Access in the freight-related sector. Also, the NJTPA participated in the MAP Forum's annual meeting on December 2. Topics included improvements on the Northeast Corridor and New York City's central business district congestion pricing plan.

Mr. Behrend said the NJTPA will participate in the annual NJ TransAction conference in April and the New Jersey Association of Counties conference in May — two more opportunities to promote the NJTPA's various projects and programs.

## **F. Presentation**

Eric Gardiner, East Coast Partnerships Director for Via Transportation, Inc., said the New York City-based transportation technology company works with more than 600 public entities and facilitates 2.5 million shared rides each month. Jersey City partnered with Via to launch a microtransit service that uses Via's turnkey solution, which includes technology, drivers and vehicles. The app-based service fills gaps where fixed-route network transit (bus routes, for

example) is limited and last-mile options are needed. Mr. Gardiner said, since Via Jersey City launched in 2020, it has provided more than 1.25 million rides averaging about 2,000 per day. He said more than half of users report a household income of less than \$50,000, while 88 percent identify as minorities, 58 percent as women, and 68 are under the age of 35. Michael Manzella, Jersey City's Director of Transportation, said Via is serving the exact population it was expected to, with ridership growing about 23 percent from 2021 to 2022 and approaching five passenger rides per hour.

Mr. Gardiner said the program is helping Jersey City to improve safety by reducing automobiles on the road. Chair Bartlett said the fact that people are able to access the service for the first- and last-mile destinations is probably reducing pedestrian crossings at roadways and increasing pedestrian safety.

Arjun Janakiram, Via's funding policy researcher, said there are several federal funding programs under the IJA that communities could use to create microtransit programs, including, the Carbon Reduction Program, the Congestion Relief Program, the Rural Transportation Program and the Advanced Technologies Program.

A wide-ranging Q&A session ensued.

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

### **Project Prioritization – Commissioner John P. Kelly, Chair**

Commissioner Kelly said the Committee considered five actions at the joint committee meeting in December, two of which were on the agenda. The first is a set of minor amendments to the current Transportation Improvement Program (TIP) to add federal funds to two projects. For the Route 80, Bridges over Howard Boulevard project in Morris County, one amendment will move \$14 million from Federal FY 2024 to 2023, and add \$16 million, for a revised total of \$44 million for Construction in 2023. The funding source will be changed from National Highway Performance Program funds to Bridge Formula Program funds. The additional cost is due to the increased price of materials and changes needed to meet storm water requirements. The Commissioner said the amendment will also add \$49.5 million to the NJTPA Pavement Preservation Program in FY 2023, for a new total of \$68.26 million. The additional funds are required to advance 10 pavement preservation projects in the region, which are anticipated to be authorized in the current fiscal year.

The Commissioner said the next action item is a set of minor amendments to add two local projects as requested by Morris and Somerset counties. He said these projects have completed Concept Development and are ready to be programmed into the current TIP with federal funding. The Route 24, Eastbound Ramp to Columbia Turnpike project in Morris County will be allocated \$17 million, and the Great Road, Bridge over Bedens Brook project in Somerset County will be allocated \$6.9 million. Both projects will be funded from the NJTPA Future Projects line item, covering the Preliminary Engineering through Construction phases of work from FY 2025 to 2028.

Commissioner Kelly said, also at the meeting, the Committee considered two modifications to the TIP. The first adds federal funds to the Kapkowski Road – North Avenue East Improvement Project, as requested by the City of Elizabeth. This modification programs federal funds and updates the project schedule. The revised total for the project is \$18.4 million through FY 2027. He said the other modification adds funds to three projects as requested by NJDOT, as follows:

- For the Route 280, Westbound Ramp over 1st & Orange Streets, Newark Subway & NJ TRANSIT project in Essex County, \$16 million in programmed funds was moved from FY 2024 to 2023 and \$11.6 million was added for a revised total of \$42.7 million for Construction in the current fiscal year. The cost increase is based on updated construction engineering, construction inspection, and utility estimates.
- For the Route 440, Route 95 to Kreil Street project in Middlesex County, \$4.8 million was added for Preliminary Engineering in the current fiscal year, increasing the total amount to \$7.8 million. The project’s complexity has increased the estimated cost of this phase of work.
- For the statewide Drainage Rehabilitation & Improvements Program, \$11.2 million was added for Engineering and Construction in FY 2023, for a new total of \$22.45 million.

The Commissioner said the Committee approved the modifications, and no further action is required.

The Commissioner said the Committee also considered the 2022 Financial Plan update for the Replacement of Bridge S-32 on Rumson Road over the Shrewsbury River project in Monmouth County. Under federal law, financial plans are required for projects costing between \$100 million and \$500 million. The project is anticipated to cost \$131 million. As of August 29, the project had expended \$14.1 million. Construction began in January 2021 and will continue through May 2025. There has been no change in the construction cost since last year. As with the TIP modifications, no further action is required on the financial plan update.

**Action Item 1: Minor Amendments to the FY 2022-2025 Transportation Improvement Program to Add Federal Funds to the Route 80, Bridges over Howard Boulevard in Morris County and to the Pavement Preservation, NJTPA Regional Program as Requested by the New Jersey Department of Transportation (Attachment 2)**

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

**Action Item 2: Minor Amendments to the FY 2022-2025 Transportation Improvement Program to Add Two Local Projects as Requested by Morris County and Somerset County (Attachment 3)**

- Route 24, East Bound Ramp to Columbia Turnpike (CR 510), Morris County
- Great Road (CR 601), Bridge over Bedens Brook (D0105), Somerset County

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

## **Planning and Economic Development – Commissioner Charles Kenny, Chair**

Commissioner Kenny said the Committee considered one action item at the December joint meeting, approval of the NJTPA Roadway Safety Performance Measure Targets for 2023. He explained that the region must adopt regional roadway safety targets that meet federal requirements while also advancing the safety priorities described in Plan 2050. This year, for the first time, the NJTPA is proposing roadway safety targets specific to the region, rather than adopting the statewide targets set by NJDOT. He noted that the Delaware Valley Regional Planning Commission has already adopted targets specific to its region, which includes parts of New Jersey.

The Commissioner said the proposed NJTPA region targets are evidence-based and were set at levels to put the region on a path to reduce fatalities and serious injuries caused by crashes to zero by 2050. The federal government requires targets for five roadway safety performance measures. They are the five-year rolling averages of:

- The number of fatalities
- The rate of fatalities per 100 million vehicle miles travelled
- The number and rate of serious injuries, and
- The number of non-motorized fatalities and serious injuries, which refers to cyclists and pedestrians

Commissioner Kenny said target setting this year is particularly challenging because the data reflect increases in all five of these categories in the region and all of New Jersey since the beginning of the COVID-19 pandemic. A number of NJTPA projects and programs are intended to help the region meet these targets, including: the Local Safety and High Risk Rural Roads programs, Complete Streets Technical Assistance, Travel Demand Management, and others.

The Commissioner reported that the meeting also featured a presentation by Sam Schroeder, a Supervising Planner for Hudson County, on efforts to develop the eight-mile Hackensack River Greenway, which would tie into several other planned trails. Mr. Schroeder briefed the committees on the Hackensack River Greenway Working Group's efforts to identify and facilitate improvements and connections along the Greenway. The working group includes representatives from Hudson County, Bayonne, Jersey City, Secaucus, the NJTPA, the New Jersey Sports and Exhibition Authority, Skyway Park Conservancy and the Hackensack Riverkeeper.

Commissioner Kenny said that the Committee was also briefed on a consultant effort planned for the coming fiscal year, which will assist subregions in developing Local Safety Action Plans, which are a requirement for accessing federal Safe Streets and Roads for All implementation funding. As Mr. Behrend noted, this is one of several initiatives in the draft FY 2024 work program.

**Action Item: NJTPA Roadway Safety Performance Measure Targets for 2023 (Attachment 4)**

A motion to approve the resolution was made by Union County and seconded by the Citizens' Representative.

Andy Weiss, a member of the public, commented on the action item. Mr. Weiss said all the county and state roads are dangerous, and local municipalities and NJDOT are unresponsive to residents' complaints about it. He asked the Board to "work on this."

Chair Bartlett asked how the targets are used, and what role they play in the project funding decisions that the Board makes. Jeff Perlman, Central Staff, said setting NJTPA region-specific targets is consistent with the safety elements of Plan 2050 and serves as policy guidance for a number of subregional programs, such as the Local Safety Action Plans.

In answer to a question from Commissioner Jason Sarnoski, Warren County, Mr. Perlman said the NJTPA targets are slightly more stringent than those set by NJDOT.

Andy Swords, NJDOT, noted that the Department sets its safety targets to meet federal requirements, and it is very much a data-driven process. He said some challenges have been causing difficulty, such as changes in serious injury reporting as well as the increase in fatalities. He noted that FY 2022 saw a record amount of Highway Safety Improvement Program funds – approximately \$93 million – supporting the Department's safety efforts. Mr. Swords said NJDOT has also set a vision toward zero fatalities by 2050. He noted that NJDOT safety planning is conducted in collaboration with partners at the NJTPA and others.

Mr. Behrend said NJTPA targets are also based on very specific requirements from the federal government that have to do with five-year rolling averages. He said part of the reason the agency is choosing to set its own targets is that many NJTPA subregions are making their own Vision Zero efforts to contribute toward improving safety in the region.

Following the comments, the motion was carried unanimously.

**Freight Initiatives – Commissioner Jason Sarnoski, Chair**

Commissioner Sarnoski said the Committee heard from three speakers at its December meeting, which featured its fifth annual New Jersey Industrial Real Estate Update.

The Commissioner said the first speaker was William Waxman, Vice Chair at Cushman and Wakefield, who said there is still a huge demand for warehouse space, and he estimates that about 140 million square feet are being built in the New York-New Jersey-Lehigh Valley area. Over the past three years, demand has been driven by e-commerce companies looking to build their last-mile, quick delivery services. This has caused industrial properties pricing to increase by up to 25 percent and forced some regional hubs to move further south and into Pennsylvania and Delaware, where rents are much cheaper. However, Mr. Waxman said, the tenant mix has

begun to shift more towards retail companies, third party logistics firms, health care products, and food and beverage companies. He said that the vacancy rate has begun to grow a little, which has slowed the increase in rental fees. However, Mr. Waxman noted, the demand for cold storage has grown and needs to be met.

Commissioner Sarnoski said the next speaker was Steven Beyda, Senior Vice President of Acquisitions at Woodmont Industrial Partners, who spoke about trends in converting office space to industrial uses within North and Central New Jersey, mostly in former office parks in Bergen, Middlesex, Morris and Somerset counties. With statewide office space vacancies at about 20 percent, he said there will be other conversions as developers reconsider the best use of properties. Mr. Beyda noted that office buildings tend to be concentrated in locations with strong labor and can often meet the transportation requirements for industrial uses.

The Commissioner said the third speaker was Jesse Harty, Senior Vice President and Market Officer for New Jersey and New York at Prologis, who spoke about how developers will need to get more creative to meet growing demand for space. He noted that site constraints and the cost of land in New York City have led to the creation of multi-story industrial developments, and it remains to be seen if this strategy comes to New Jersey.

Commissioner Sarnoski said, during the meeting, NJTPA freight staff provided an update on studies that are underway, including the Freight Rail Grade Crossing Assessment Update and the Freight Concept Development Program studies in Somerset and Morris counties. Among the Committee member reports at the meeting, NJDOT said senior leadership is reviewing Rail Freight Assistance Program award recommendations, as well as the Statewide Freight Plan Update. The PANYNJ reported that, despite the record increase in container traffic at the port, ships are facing less waiting time, reflecting the ability of the freight network to move containers despite congestion.

## **H) Public Participation**

David Peter Alan, a member of the Senior Citizens and Disabled Residents Transportation Advisory Committee (SCDRTAC) at NJ TRANSIT, asked the NJTPA to intercede on behalf of the committee, which he said is facing restrictions on its activities through a proposed change to the New Jersey Administrative Code. He said the Committee gives advice within and outside NJ TRANSIT on issues concerning transportation for seniors and persons living with disabilities. He said its purview has been broad, including ADA accommodation, accessibility for fixed-route transit, funding, connectivity, Access Link, and other community-run transportation.

Mr. Weiss said the November 30 virtual Hudson County Safety Improvement Project meeting unfairly restricted public input to a small chat box. He called on the NJTPA to investigate what happened and facilitate a new meeting. Concerning the Via presentation, Mr. Weiss said Via Jersey City replaced a great plan for countywide bus rapid transit (BRT) that included dedicated bus lanes. He said Via does not have dedicated lanes in Jersey City, gets stuck in slow-moving car traffic, only covers half of the city and closes at 10:00 p.m. He added that high-frequency BRT is very much needed on Kennedy Boulevard.

Tim Sevenser, New Jersey Association of Rail Passengers, said the cost of the I-78 expansion in Jersey City has doubled to \$10.7 billion, and he questioned the sense of widening highways. He proposed the alternative of restoring service on several rail lines that have seen cuts in service. Mr. Sevenser also proposed the electrification of certain rail lines that still operate on diesel fuel.

Sally Gellert, Chair of Lackawanna Coalition and Vice Chair of SCDRTAC, expressed concern about the proliferation of warehouse development in the state. She also said that, while microtransit can provide useful connections, we should be wary of the privatization of public transit. Ms. Gellert asked for the NJTPA's support in allowing SCDRTAC to continue to talk about the needs of senior citizens and disabled riders. She said the committee is the sole place where they can interact with NJ TRANSIT representatives who sometimes attend their meetings. She said SCDRTAC serves as a good voice for its constituents.

Sutapa Bandyopadhyay, Federal Highway Administration, added a few points concerning federal grants that were mentioned in the Via presentation. She said the Carbon Reduction Program involves formula funding, and applications for the following discretionary programs are considered on a competitive basis: Congestion Relief Program, Rural Transportation Program, and the Advanced Transportation and Congestion Management Technologies Deployment Program (ATCMTD). She noted that New Jersey has not applied for ATCMTD funding for some time, and she encouraged all to look at the requirements for it. Ms. Bandyopadhyay said applicants for this program can partner with universities to submit proposals, which many funding sources do not allow.

#### **I) Time and Place of Next Meeting**

The next NJTPA Board meeting will be held on Monday, March 13 at the NJTPA office in Newark at 10:30 a.m.

#### **J) Adjournment**

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

**NORTH JERSEY TRANSPORTATION PLANNING AUTHORITY, INC.**  
**Meeting of the Board of Trustees**  
**Attendance Record: January 9, 2023**

<b>Subregion/Agency</b>	<b>Voting Members/Alternates</b>	<b>Staff &amp; Others</b>
Bergen County	Peter Botsolas	
Essex County	David Antonio	
Hudson County		Thomas Malavasi
Hunterdon County		Katherine Fullerton
Jersey City	Michael Manzella	Elias Guseman
Middlesex County	Hon. Charles Kenny Doug Greenfeld	Mike Dannemiller Khalid Anjum
Monmouth County	Teri O'Connor	Joseph Ettore Shilpa Bhojappa
Morris County	Hon. Stephen Shaw John Hayes	Dede Murray
Newark		
Ocean County	Hon. John Kelly John Ernst	Mark Jehnke
Passaic County	Hon. John Bartlett	Andras Holzmann Sal Presti Massiel Ferrara
Somerset County	Hon. Sara Sooy	Ken Wedeen
Sussex County	Tom Drabic	
Union County	Hon. Bette Jane Kowalski	Liza Betz
Warren County	Hon. Jason Sarnoski Dave Dech	Ryan Conklin
Office of the Governor	Dorian Smith	
NJDOT	Andy Swords	Eric Powers
NJ TRANSIT	Lou Millan	Jack Dean
Port Authority of New York & New Jersey (PANYNJ)		Mary K. Murphy
Citizen's Representative	Jared Rodriguez	

<b>Other Attendees</b>	
Neile Weissman	Complete George
Jack Kanarek	Dewberry
Sutapa Bandyopadhyay	FHWA
Bob Werkmeister	GPI

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Mark Baudermann	Hatch
Bakari Lee	McManimon, Scotland & Baumann, LLC
Tim Sevenser	NJ Association of Rail Passengers
RJ Palladino	NJ TRANSIT
Various members of Central Staff	NJTPA
Sally Gellert	Senior Citizens and Disabled Residents Transportation Advisory Committee (SCDRTAC)
David Peter Alan	SCDRTAC
Arjun Janakiram	Via
Eric Gardiner	Via
Sara-Jessica Dilks	Via
Andy Weiss	
Paul St. Onge	
Colleen Wilson	

**DRAFT RESOLUTION: MINOR AMENDMENTS TO THE FY 2022 – 2025  
TRANSPORTATION IMPROVEMENT PROGRAM TO  
ADD FEDERAL FUNDS TO THE ROUTE 80, BRIDGES  
OVER HOWARD BOULEVARD IN MORRIS COUNTY  
AND TO THE PAVEMENT PRESERVATION NJTPA  
REGIONAL PROGRAM 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 federal funds above the specified threshold are added to a project or program in the TIP, and a new air quality conformity determination is not required, this constitutes a minor amendment; and

**WHEREAS**, the NJDOT has requested the addition of federal funds to the Route 80, Bridges over Howard Boulevard (CR 615) project (DB# 15351) in Morris County and to the Pavement Preservation NJTPA regional program (DB# X51B); and

**WHEREAS**, funds are available for these purposes; 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 – 2025 TIP conforms to the performance-based planning requirements of the Infrastructure Investment and Jobs Act and its predecessor legislation; and

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

**Approved January 9, 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 specified amendment to the FY 2022 – 2025 Transportation Improvement Program.

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

**DRAFT RESOLUTION: MINOR AMENDMENTS TO THE FY 2022 – 2025  
TRANSPORTATION IMPROVEMENT PROGRAM TO  
ADD TWO LOCAL PROJECTS AS REQUESTED BY  
MORRIS COUNTY AND SOMERSET COUNTY**

**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 that uses federal funds is added to the TIP and a new air quality conformity determination is not required, this constitutes a minor amendment; and

**WHEREAS**, Morris County has requested the addition of the Route 24 Eastbound Ramp to Columbia Turnpike (CR 510) project (DB# 15433) to the FY2022 – 2025 TIP; and

**WHEREAS**, Somerset County has requested the addition of the Great Road (CR 601) Bridge over Bedens Brook (D0105) project (DB# N2008) to the FY2022 – 2025 TIP; and

**WHEREAS**, fiscal constraint is maintained because funds are available for these projects through the NJTPA Future Projects program line item (DB# N063); 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 do not apply to these actions; and

**WHEREAS**, the FY 2022 – 2025 TIP conforms to the performance-based planning requirements of the Infrastructure Investment and Jobs Act and its predecessor legislation; and

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

**Approved January 9, 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 specified amendment to the FY 2022 – 2025 Transportation Improvement Program.

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

**DRAFT RESOLUTION: NJTPA ROADWAY SAFETY PERFORMANCE MEASURE TARGETS FOR 2023**

**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 rule, (23 CFR Part 490), on the Highway Safety Improvement Program (HSIP) on April 14, 2016, requiring the New Jersey Department of Transportation (NJDOT) to annually develop and adopt targets assessing 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 & 771 and 49 CFR 613), under which MPOs must adopt safety targets by February 27, 2018 and each year thereafter; and

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

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

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

**WHEREAS**, the NJTPA has developed quantifiable targets 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

**Approved January 9, 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; 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.