



NORTH JERSEY TRANSPORTATION PLANNING AUTHORITY, INC.

ANGEL G. ESTRADA, CHAIRMAN

Revised

Board Meeting Agenda

September 10, 2018

10:00 AM

NJTPA Office
One Newark Center, 17th floor
Newark, NJ 07102

-
- A. Open Public Meetings Act Compliance
 - B. Salute to the Flag
 - C. Roll Call
 - D. Approval of Minutes
 - E. Chairman's Remarks
 - F. Acting Executive Director's Report
 - G. Committee Reports/Action Items*
 - Planning and Economic Development – Freeholder John Bartlett, Chair
 1. Support of Pavement, Bridge, Travel Time Reliability and Freight Performance Targets Set by the New Jersey Department of Transportation (Attachments G.1.a., G.1.b.)
 2. Approval of Congestion Mitigation and Air Quality (CMAQ) Emissions Reduction Performance Measure Targets for the NJTPA Region (Attachments G.2.a., G.2.b.)
 - Project Prioritization – Freeholder Kathy DeFillippo, Chair
 - Freight Initiatives – Freeholder Charles Kenny, Chair

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

- Executive Committee – Freeholder Angel G. Estrada, Chair

3. Approval of a Resolution Authorizing the NJTPA Board to Enter Into Closed Session (Attachment G.3.)
 4. Approval of a Resolution Authorizing the Negotiation and Execution of an Employment Contract for Executive Director By and Between Mary D. Ameen and the North Jersey Transportation Planning Authority, Inc. (Attachment G.4.a., G.4.b.)
- H. Key Discussion Issue: Federal Transportation Legislation and Policy Outlook – Erich Zimmermann, National Association of Regional Councils
- I. Public Participation
- J. Time and Place of Next Meeting: The next meeting of the NJTPA will be held on November 19, 2018, 10:00 a.m. at the NJTPA, One Newark Center (1085 Raymond Blvd.), 17th Floor, Newark, NJ 07102.
- K. Adjournment



ANGEL G. ESTRADA, CHAIR

Board Meeting Minutes

July 9, 2018

A. Open Public Meetings Act Compliance

Chairman Angel Estrada, Freeholder, Union County called the meeting to order at 10:00 a.m. Beverly Morris reported that, in accordance with the Open Public Meetings Act, Chapter 231, P.L.1975, adequate notice of this meeting had been forwarded to the *Star Ledger*, the *Asbury Park Press*, the *Courier News*, the *Daily Record*, the *Home News Tribune*, the *Jersey Journal*, *New Jersey Herald*, and *The Record*. It was posted in the Essex County Hall of Records, Newark, New Jersey, and on the bulletin board of the Lieutenant Governor, Trenton, New Jersey.

B. Salute to the Flag

The Chairman led the Board of Trustees in the Pledge of Allegiance.

C. Roll Call

Following the salute to the flag, Beverly Morris called the roll. Seventeen voting members were present. Two more voting members arrived after approval of the minutes. (Attachment 1).

D. Approval of Minutes

A motion to approve the minutes of the May 14, 2018 meeting was made by Somerset County, seconded by Ocean County and carried with no opposing votes. Morris County abstained.

E. Chairman's Remarks

Chairman Estrada invited all to attend the Northern Transportation and Air Quality Summit, to be hosted by the NJTPA on August 7-8. He said the Federal Highway Administration (FHWA) and the U.S. Environmental Protection Agency sponsor the event, held annually in the Northeast or Mid-Atlantic region. The Chairman noted that, while maintaining and improving air quality is one of highest NJTPA priorities, the agency is equally committed to making transportation investments that help the economy thrive and grow. He said he saw that first hand during a tour of the Nuts.com facility in Union County. Freeholder Charles Kenny, Middlesex County, Chair of the Freight Initiatives Committee and several members of NJTPA staff attended as well.

Nuts.com has a large and growing distribution operation in Cranford and will soon open executive offices in Jersey City. The Chairman said that a key advantage for Nuts.com is their location in the NJTPA region, with great access to roads, rail and one of the biggest consumer markets in the world. He said that getting their workers to the site is a challenge, though, highlighting how critical transportation is to the economy.

Chairman Estrada said the NJTPA is playing a greater role in promoting the importance of Complete Streets in the region. He said the NJTPA recently worked with Sustainable Jersey and the Voorhees Transportation Center at Rutgers to conduct two workshops for municipalities on “Implementing Complete Streets at the Local Level,” and free technical assistance is being offered to municipalities through a competitive selection process.

The Chairman noted that the search for a permanent NJTPA Executive Director continues; the position has been posted on the NJIT and NJTPA websites and the Board’s Executive Committee is reviewing all applicants.

Chairman Estrada announced that the NJTPA has received notice of the official dates for its federal certification review. Representatives of the Federal Transit Administration (FTA) and FHWA will be on site on November 13-15. He encouraged all Board members and staff from the subregions and agencies to participate in the certification review.

F. Executive Director’s Report

NJTPA Acting Executive Director Mary D. Ameen said Street Smart continues to be a success, expanding and improving as it makes important safety impacts across the region and state. She said planning is underway for a July kickoff event in Beach Haven that will include several Long Beach Island communities. Staff is also working with law enforcement in Atlantic Highlands, Bay Head, Bradley Beach, Long Branch, Manasquan, Point Pleasant Beach, Sea Bright, Toms River and Union Beach to distribute Street Smart materials to beachgoers and others in these communities. Also, rail stations in Belmar, Bradley Beach, Long Branch and Point Pleasant Beach will feature Street Smart ads through late August, as will NJ TRANSIT buses along the Jersey Shore. Ms. Ameen said the Street Smart team continues to reach out to new communities and provide support for campaigns. Two training workshops were conducted this past spring as well as briefings to police departments in several communities.

Ms. Ameen said two consultants are supporting efforts to improve Street Smart: Rutgers CAIT is helping to systematically evaluate campaigns through observations and surveys, and the NJTPA recently retained the communications firm Kivvit to help refresh the Street Smart messaging and outreach strategies. This branding effort is using a Technical Advisory Committee that includes TMA representatives and a wide range of people and organizations committed to pedestrian safety. These efforts will continue this fall as a number of communities look to implement back-to-school campaigns. She noted that the BeStreetSmartNJ.org website has many resources, including video of a recent training session.

Ms. Ameen said the NJTPA also works more closely with state-led safety efforts and has been participating in the New Jersey Pedestrian Safety Working Group, which is facilitated by the

National Highway Traffic Safety Administration in partnership with NJDOT. She said this consortium is bringing together state and federal agencies, law enforcement, advocates and other stakeholders to develop a statewide pedestrian safety training program for police officers and a statewide enforcement campaign.

Ms. Ameen reported that Together North Jersey (TNJ) has evolved into an important forum for information exchange and coordinated action in the region, and Central Staff has been actively involved in numerous TNJ meetings, workshops and training activities, such as recent webinars focused on climate change impacts and resiliency planning. She said staff members participated in the June 19 TNJ session on funding opportunities and the task force meetings that followed.

Ms. Ameen announced a TNJ Training Institute workshop on pedestrian safety on July 13, which will feature an NJTPA presentation on Street Smart, a discussion of New Jersey's Toward Zero Deaths efforts, project planning and other topics. Further details are available on the [TNJ website](#).

Ms. Ameen reported that, as part of the NJTPA Planning for Emerging Centers program, transit village studies were completed for the Town of Boonton in Morris County and the Borough of Freehold in Monmouth County, and a village center re-zoning study was completed for Green Brook Township in Somerset County. Other efforts coming to conclusion include the revalidation of the region's transportation model and a study of pedestrian and bicycle access to transit stations.

Ms. Ameen said the subregions have also wrapped up a number of studies funded under the NJTPA Subregional Studies program. These include: Passaic County's Green Infrastructure Plan, Warren County's Update of its Transportation Technical Study and the Jersey City Pedestrian Enhancement Plan, called JC Walks. Final reports for all these studies will be posted on the NJTPA website in the coming weeks.

Ms. Ameen noted one study effort for special mention, the Pilot Shared Transportation Services Mobile Application Data Support project. This project focused on developing a General Transit Feed Specification (GTFS) of transportation services in the region, including local bus and shuttle systems that have route and schedule information that can be hard to find. The feed specification defines a common data format for schedules and geographic information that can be entered into mobile applications and improve traveler information. The NJTPA has shared and coordinated this effort with other agencies doing similar work along the east coast through the I-95 Corridor Coalition.

Ms. Ameen said that, in keeping with federal requirements for performance-based planning, the NJTPA has met all required deadlines in this area and have worked closely with agencies at the state level and in neighboring regions on finalizing the performance measures and targets. She said this kind of inter-regional and inter-state cooperation is facilitated by the Metropolitan Area Planning (MAP) Forum, a consortium of nine MPOs spanning New York, New Jersey, Connecticut and Pennsylvania. Ms. Ameen said the MAP Forum met in Connecticut on June 4, and the meeting included several discussions and presentations on various regional and organizational issues that are important to collaborative efforts.

Ms. Ameen reported that she recently participated in the Eastern Pennsylvania Freight Summit in the Lehigh Valley of Pennsylvania, which is a center of distribution for much of the freight traveling through North Jersey. The Summit, sponsored by the Pennsylvania Department of Transportation, was a well-attended and thought-provoking event and served as a regional forum for leaders in the public and private sectors. She said the NJTPA looks forward to continuing joint efforts with fellow MPOs and other agencies to address the shared goal of safeguarding the economic benefits of freight while attending to its environmental and traffic impacts.

G. Committee Reports/Action Items

Project Prioritization – Freeholder Kathryn A. DeFillippo, Chair

Freeholder DeFillippo said the committee considered four action items at the June 18 joint committee meeting, three of which were on the day's agenda. They are as follows:

- The committee recommended approval a request by NJDOT to add federal National Highway Performance Program funds to three projects in the current Transportation Improvement Program (TIP). First, the project to replace the Ridge Road and Orient Way Bridges over Route 3 in Bergen County is ready for authorization for construction this year, and \$16.5 million dollars are available for the project. Next, the Route 23, Route 80 and Route 46 Interchange project in Passaic and Essex counties can be authorized for preliminary engineering in Fiscal Year 2018 and needs \$255 million dollars. The third project, improvements along Route 23 from High Crest Drive to the Macopin River in Passaic County, is being included in a federally funded contract covering multiple projects. This action will reprogram \$800,000 dollars in federal funds for preliminary engineering in fiscal year 2018, and a little more than \$1 million dollars for design work in 2019.
- The Committee approved a set of modifications to the current TIP to reflect schedule changes for five projects. Due to delayed construction, federal funding for two of the projects must be reprogrammed to Fiscal Years 2021 and 2022. The projects are the Route 4, Jones Road Bridge in Bergen County and the Route 18, East Brunswick, Drainage and Pavement Rehabilitation project in Middlesex County. Also due to construction delays, three I.T.S. projects on Route 46 in Morris, Essex and Passaic counties will be delayed to Fiscal Year 2019. Here, the modifications also include the addition of \$500,000 each in federal funds for design work in 2019. No further action is required.
- The Committee recommended approval two minor amendments to the current TIP as requested by the Port Authority of New York & New Jersey (PANYNJ). The agency is seeking to transfer previously programmed \$45 million in Federal Transit Administration Disaster Recovery and Resiliency funds and \$5 million in PANYNJ matching funds from the Salt Mitigation project to support additional construction on the Rail Rolling Stock Resiliency project. Lou Venech, PANYNJ, explained that work continues on the Salt Mitigation, and the amendments are part of a continuous process undertaken in coordination with FTA to optimize funding allocations as projects advance.

- The Committee recommended endorsement of the region's \$2.8 billion Fiscal Year 2019 Transportation Capital Program, which is required for allocating state funds to projects and programs. The Capital Program went to the state Legislature for its approval in April. In May, the program was provided to members of the Project Prioritization Committee and RTAC with a summary of changes to local projects for their review. Additional changes to the Capital Program had been made by the Legislature, and a list of these changes will be provided to the Board and RTAC.

Freeholder DeFillippo thanked the Committee and RTAC members for their review and input on the draft program. She said the Capital Program will result in future revisions to the TIP, which allocates federal funding to projects and programs.

Action Item 1: Three Minor Amendments to the FY 2018-2021 Transportation Improvement Program as Requested by NJDOT (Attachment 2)

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

Action Item 2: Two Minor Amendments to the FY 2018-2021 Transportation Improvement Program as Requested by the Port Authority of New York & New Jersey (Attachment 3)

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

Action Item 3: Endorsement of the FY 2019 Transportation Capital Program (Attachment 4)

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

Planning and Economic Development – Freeholder John W. Bartlett, Chair

Freeholder Bartlett said that, at the June joint meeting, the Committee recommended endorsement of federally required traffic congestion performance measures for the two urbanized areas that include parts of the NJTPA region – the New York-Newark urbanized area and the Philadelphia urbanized area. He said the NJTPA worked extensively with transportation operating agencies and MPOs in both urbanized areas to identify and agree on common, unified targets that address non-single occupancy vehicle travel and peak hour excessive delay. Given the expectation for increased travel in the region in coming years, the agreed upon targets take a realistic approach on measuring congestion by calling for maintaining current vehicle occupancy levels and limited growth of per capita delay to just two percent over four years.

Freeholder Bartlett said that, also at the meeting, Central Staff reported that the yearlong Morris Canal Greenway Study has been completed. The study presents a plan for creating a 111-mile continuous greenway along or near the route of the historic Morris Canal from Phillipsburg in

Warren County to Jersey City in Hudson County. The study recommends that the entire greenway be built in phases of short, medium, and long-term projects. The short-term projects will address segments that already have funding or just require signage or striping. Long-term projects are expected to take more than 10 years to complete due to cost, complexity or the need to acquire property. The study included the development of design guidelines aimed at tying together the various segments of the greenway into one unified trail with signage and other features that accurately represent the history, character and contemporary role of the greenway. Freeholder Bartlett said the project consultant team also researched different organizational structures that could oversee the greenway in the future. The project final report, will be available shortly on the NJTPA website.

Action Item 4: Endorsement of Established Traffic Congestion Performance Measure Targets for the New York-Newark and Philadelphia Urbanized Areas
(Attachment 5)

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

Freight Initiatives – Freeholder Charles Kenny, Chair

Freeholder Kenny thanked Freeholder DeFillippo for chairing the June meeting, which featured three presentations on food manufacturing and production in the region. First, the committee heard from Nolan Lewin, Director of the Rutgers Food Innovation Center in Piscataway. Nolan noted that New Jersey’s food industry and agriculture sector includes some 50,000 food manufacturing companies and 9,000 farms, as well as many research and development facilities, distribution centers and retailers. Together, they form a \$126 billion industry with more than 440,000 employees. Nolan noted that Rutgers University supports this sector through its operation of an Agricultural Experiment Station in New Brunswick and Food Innovation Centers in Bridgeton and Piscataway. The Food Innovation Centers provide resources to startups and established food companies, including training, research and business support. Mr. Nolan noted several success stories, such as Impossible Foods, a startup company, that brought a new meatless burger to the national market.

The Freeholder said the Committee next heard from Alex Rudnicki, Plant Manager at AeroFarms located in Newark. This vertical farm uses “aeroponic” technology to produce leafy greens and herbs, without sunlight and soil, and packages them for distribution to retail outlets and high end restaurants in the region. Mr. Rudnicki showed how vertical farming, in comparison to traditional growing methods, can increase efficiency while conserving water, reducing soil erosion and limiting use of fertilizers and pesticides. The AeroFarms plant uses an environment-controlled indoor stacking system, which requires much less land to grow produce. It employs a misting system that saves water and a reusable cloth growing medium. The company uses its own trucks for delivery and plans to build more facilities that will be closer to wholesale providers.

Freeholder Kenny said the third presentation was provided by Erik Holck, Director of Business Development at Port Jersey Logistics. The business operates three companies providing transport

and warehousing services to mostly smaller regional clients. Ninety percent of the products they handle are food and food-related products. Mr. Holck noted that the company's operational challenges include: hours of service rules enforced through electronic log devices that have reduced driver availability and increased freight costs; continuing congestion at some Port terminals; and rail car height and weight restrictions on parts of the region's rail network that have not yet caught up with national size standards for rail freight cars. The Freeholder noted the NJTPA is working to address this issue through its Freight Rail Industry Opportunity (FRIO). The Freeholder said the meeting also included an update on port business by the PANYNJ. Since the Bayonne Bridge roadway was raised a year ago, the agency reported that vessels holding as many 18,000 twenty foot container equivalent units (TEUs) have berthed at or are anticipated to call at port terminals. More than 100 vessels in excess of 9,500 TEUs have come to Newark, Elizabeth, Staten Island and Port Jersey. This past quarter, cargo volume increased by six percent, and imports are up over ten percent.

H) Key Discussion Issue: Introducing the New Jersey Transportation Infrastructure Bank (NJTIB)

David Zimmer, Executive Director, NJTIB, said the bank was established in 2016 to provide and administer low interest rate loans to qualified New Jersey public entities (counties, regional authorities, municipalities) for local transportation infrastructure projects. The infrastructure bank builds on the long success of the Environmental Infrastructure Trust, which funded water projects for many years before being incorporated into the overall infrastructure bank program. He said applicants' projects must be identified on the NJDOT quarterly Project Priority List. Applicants can visit the NJDOT/I Bank website at www.njib.gov/njtib/apply/ for information and application submissions, and a handbook is expected to be issued shortly. A Q&A session ensued.

I) Public Participation

There were no comments from the public.

J) Time and Place of Next Meeting

Chairman Estrada announced that the next meeting of the NJTPA will be held on Monday, September 10, 2018 at 10:00 a.m., at the NJTPA offices at One Newark Center, Newark, NJ.

L) Adjournment

At 11:15 a.m., motion to adjourn was made by Morris County, seconded by Passaic County and carried unanimously.

NORTH JERSEY TRANSPORTATION PLANNING AUTHORITY, INC.
Meeting of the Board of Trustees
Attendance Record: July 9, 2018

Subregion/Agency	Voting Members/Alternates	Staff & Others
Bergen County	Peter Botsolas	
Essex County	David Antonio	
Hudson County	Thomas DeGise Megan Massey	
Hunterdon County	Barbara Vogel	
Jersey City		Barkha Patel
Middlesex County	Hon. Charles Kenny	George Ververides Anthony Gambilonghi
Monmouth County	Teri O'Connor	Joseph Ettore
Morris County	Hon. Kathy DeFillippo Gerald Rohsler	
Newark	Phillip Scott	Uzoma Anukwe T. Howard
Ocean County	Hon. Virginia Haines	John Ernst
Passaic County	Hon. John Bartlett	Mike Lysicatos
Somerset County	Walt Lane	
Sussex County	Hon. Carl Lazzaro Tom Drabic	
Union County	Hon. Angel G. Estrada	Liza Betz
Warren County	David Dech	
Governor's Office	Lauren Nathan-LaRusso	
NJDOT	Gary Brune	Lewis Daidone
NJ TRANSIT	Jeremy Colangelo-Bryan	
Port Authority of NY & NJ	Lou Venech	
Citizen's Representative	Jared Rodriguez	

Other Attendees	
Priyal Pandya	AECOM
Jim Beattie	AECOM
John Yakimik	Boswell Engineering
Neile Weissman	Complete George
Cyrenthia Ward	Federal Transit Administration
Paul St. Onge	Gibbons
Bob Werkmeister	GPI

**DRAFT RESOLUTION: THREE MINOR AMENDMENTS TO THE
FY 2018 – 2021 TRANSPORTATION IMPROVEMENT
PROGRAM AS REQUESTED BY NJDOT**

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

WHEREAS, the NJTPA formally adopted the FY 2018 – 2021 Transportation Improvement Program (TIP) on November 13, 2017; 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 the addition of a project to the TIP or the addition of federal funds to a project where none are currently programmed and a new air quality conformity determination is not required constitutes a minor amendment; and

WHEREAS, NJDOT is requesting that three projects (Ridge Road and Orient Way Bridges over Route 3, DB# 799D; Route 23, Route 80 and Route 46 Interchange, DB# 9233B6; Route 23, High Crest Drive to Macopin River, DB# 11424A) be programmed with federal National Highway Performance Program (NHPP) funds; and

WHEREAS, fiscal constraint is being maintained according to the fiscal constraint charts; and

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

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

WHEREAS, the FY 2018 TIP conforms to the MAP-21/FAST Act performance-based planning requirements; and

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

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

NOW, THEREFORE, BE IT RESOLVED, that the North Jersey Transportation Planning Authority hereby approves the specified amendment to the FY 2018 – 2021 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: TWO MINOR AMENDMENTS TO THE
FY 2018 – 2021 TRANSPORTATION IMPROVEMENT
PROGRAM AS REQUESTED BY THE PORT AUTHORITY
OF NEW YORK & NEW JERSEY**

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

WHEREAS, the NJTPA formally adopted the FY 2018 – 2021 Transportation Improvement Program (TIP) on November 13, 2017; 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 the addition of a project to the TIP or the addition of federal funds to a project where none are currently programmed and a new air quality conformity determination is not required constitutes a minor amendment; and

WHEREAS, the Port Authority of New York & New Jersey is requesting that a project (Rail Rolling Stock Resiliency, DB# PA1420) be programmed with federal (Section 5324) funds; and

WHEREAS, fiscal constraint is being maintained because the Port Authority of New York and New Jersey is requesting that funds be reprogrammed from the Salt Mitigation project (DB# PA1412) to support the Rail Rolling Stock Resiliency effort; 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 this action; and

WHEREAS, the FY 2018 TIP conforms to the MAP-21/FAST Act performance-based planning requirements; and

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

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

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

NOW, THEREFORE, BE IT RESOLVED, that the North Jersey Transportation Planning Authority hereby approves the specified amendment to the FY 2018 – 2021 Transportation Improvement Program.

BE IT FURTHER RESOLVED that a copy of this resolution is forwarded to the Port Authority of New York & New Jersey for submission to the Federal Transit Administration.

**DRAFT RESOLUTION: ENDORSEMENT OF THE DRAFT FY 2019
TRANSPORTATION CAPITAL PROGRAM**

WHEREAS, the North Jersey Transportation Planning Authority (NJTPA), Inc. is the Metropolitan Planning Organization (MPO) responsible for updating the Transportation Improvement Program (TIP) for the northern part of New Jersey as required by 23 CFR 450 and CFR 613 B; and

WHEREAS, the annual Draft Transportation Capital Program prepared by the New Jersey Department of Transportation is a list of all planned highway, bridge, transit and related projects for the State of New Jersey, funded with federal, state and certain other funds that was submitted to the New Jersey Legislature in April 2018; and

WHEREAS, the Draft Transportation Capital Program has been reviewed by the NJTPA, and discussions have been held between the NJTPA and the New Jersey Department of Transportation that have resulted in changes to the Draft Transportation Capital Program; and

WHEREAS, the Transportation Capital Program represents the annual element of the New Jersey Department of Transportation's and NJ TRANSIT's federal Statewide Transportation Improvement Program, and that changes to planned projects and programs in the NJTPA's regional TIP may be addressed through modifications or amendments; and

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

NOW, THEREFORE, BE IT RESOLVED that the North Jersey Transportation Planning Authority hereby endorses the Draft FY 2019 Transportation Capital Program.

BE IT FURTHER RESOLVED that the North Jersey Transportation Planning Authority and the New Jersey Department of Transportation will work to advance unfunded projects, as additional funding becomes available.

BE IT FURTHER RESOLVED that a copy of this resolution be forwarded to New Jersey Governor Phil Murphy; New Jersey Department of Transportation Acting Commissioner Diane Gutierrez-Scacceti; NJ TRANSIT Executive Director Kevin Corbett; Chairman of the New Jersey Senate Transportation Committee, Patrick J. Diegnan, Jr.; and Chairman of the New Jersey Assembly Transportation Committee, Daniel R. Benson.

DRAFT RESOLUTION: ENDORSEMENT OF ESTABLISHED TRAFFIC CONGESTION PERFORMANCE MEASURE TARGETS FOR THE NEW YORK-NEWARK AND PHILADELPHIA URBANIZED AREAS

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

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

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

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

WHEREAS, the FHWA metropolitan planning rule also requires that MPO Transportation Improvement Programs (TIPs) “shall include, to the maximum extent practicable, a description of the anticipated effect of the TIP toward achieving the performance targets”; and

WHEREAS, the NJTPA coordinated with the State DOTs with NHS facilities within the New York-Newark UZA (the NJ Department of Transportation (NJDOT) and the New York State Department of Transportation (NYSDOT)), and the MPOs with NHS facilities within the New York-Newark UZA (the New York Metropolitan Transportation Council (NYMTC), and the Delaware Valley Regional Planning Commission (DVRPC)) on analyzing trends and developing appropriate traffic congestion targets within the New York-Newark UZA; and

WHEREAS, the NJTPA coordinated with the State DOTs within the Philadelphia UZA (the NJ Department of Transportation (NJDOT), the Pennsylvania Department of Transportation (PennDOT), the Maryland Department of Transportation (MDOT), and the Delaware Department of Transportation (DelDOT)), and the MPOs with NHS facilities within the Philadelphia UZA (the Delaware Valley Regional Planning Commission (DVRPC), the South Jersey Transportation Planning Organization (SJTPO), the Wilmington Area Planning Council (WILMAPCO), and the Lancaster County Transportation Coordinating Council

(LCTCC)) on analyzing trends and developing appropriate traffic congestion targets within the Philadelphia UZA; and

WHEREAS, in a May 18, 2018 letter to FHWA, the NJDOT identified agreed upon traffic congestion targets for the New York-Newark UZA and Philadelphia UZA and emissions reduction targets for New Jersey and the three New Jersey MPOs; and

WHEREAS, the agreed upon New York-Newark UZA percent non-single occupant vehicle travel 2-year target (for the 2014-2018 period) is to maintain the current level (at 51.6%) and 4-year target (for the 2016-2020 period) is a slight increase to 51.7%; and

WHEREAS, the agreed upon Philadelphia UZA percent non-single occupant vehicle travel 2-year target (for the 2014-2018 period) is a slight increase to 28.0% (from 27.9%) and 4-year target (for the 2016-2020 period) is an additional slight increase to 28.1%; and

WHEREAS, the agreed upon New York-Newark UZA peak hour excessive delay per capita 4-year target (for 2021) is 22.0 hours (up from 20 in 2017); and

WHEREAS, the agreed upon Philadelphia UZA peak hour excessive delay per capita 4-year target (for 2021) is 17.2 hours (up from 16.8 in 2017); and

WHEREAS, the agreed upon targets appropriately reflect and will serve as suitable benchmarks for the planning goals and desired outcomes for the projects and programs of the NJTPA Regional Transportation Plan and TIP; and

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

NOW, THEREFORE, BE IT RESOLVED, that the NJTPA hereby endorses the agreed upon traffic congestion measure targets for the New York-Newark UZA and the Philadelphia UZA; and

BE IT FURTHER RESOLVED, that the NJTPA will add language to the FY 2018-2021 Transportation Improvement Program (TIP), discussing these targets and the anticipated effect of the TIP toward achieving these targets; and

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

Sept. 10, 2018 - Attachment G-1

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

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

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

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

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

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

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

WHEREAS, based on the FHWA final rule on metropolitan planning, MPOs must establish targets for the infrastructure condition, system performance, and freight measures by November 16, 2018; and

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

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

WHEREAS, the statewide targets appropriately reflect and will serve as suitable benchmarks for the planning goals and desired outcomes for the projects and programs of the NJTPA Regional Transportation Plan and Transportation Improvement Program (TIP); and

WHEREAS, the FHWA metropolitan planning rule also requires that MPO TIPs “shall include, to the maximum extent practicable, a description of the anticipated effect of the TIP toward achieving the performance targets”; and

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

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

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

BE IT FURTHER RESOLVED, that the NJTPA will add language to the FY 2018-2021 TIP discussing these targets and the anticipated effect of the TIP toward achieving these targets; and

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

Summary of Action

Support for Pavement, Bridge, Travel Time Reliability, and Freight Performance Measure Targets Set By the New Jersey Department of Transportation (NJDOT)

Action: Support for statewide targets for nine national performance measures covering the areas of National Highway System (NHS) infrastructure condition (NHS bridges and pavement), system performance (travel time reliability), and freight (truck travel time reliability). The NJTPA will program projects that will help the state meet these targets and will add language to the Transportation Improvement Program (TIP) discussing the TIP's anticipated contribution to reaching the targets, as required in order for the Federal Highway Administration (FHWA) to approve any TIP amendments after May 20, 2019.

Background: Among other new national performance measures, FHWA's January 18, 2017 rulemaking established standard performance measures covering the condition of National Highway System (NHS) pavement and bridges, travel time reliability and freight. These measures support the National Highway Performance Program (NHPP) and National Highway Freight Program (NHFP).

For each of the national performance measures, states and metropolitan planning organizations (MPOs) are required to collaborate closely on collecting data, reporting performance to FHWA, and setting short term (generally 2- and 4-year) targets for their specific jurisdictions. These targets are to support agency performance-based planning and programming and to be included in documents such as the Regional Transportation Plan and TIP.

The NHS infrastructure condition measures are:

- Percent of Interstate pavement lane-miles in good condition
- Percent of Interstate pavement lane-miles in poor condition
- Percent of non-Interstate NHS pavement lane-miles in good condition
- Percent of non-Interstate NHS pavement lane-miles in poor condition
- Percent of NHS bridges (by deck area) in good condition
- Percent of NHS bridges (by deck area) in poor condition

The NHS system performance measures are:

- Percent of person-miles traveled with reliable travel times on the Interstate system
- Percent of person-miles traveled with reliable travel times on the non-Interstate NHS

The freight performance measure is:

- Truck travel time reliability index on the Interstate system

NJDOT, NJTPA and New Jersey's other two MPOs (Delaware Valley Regional Planning Commission and the South Jersey Transportation Planning Organization) worked together to identify and agree upon the statewide targets for these measures. The partner agencies considered the overall goals (state of good repair and a system with reliable travel times for both people and goods), any available historical trends and future projections with upcoming projects and

uncertainties about the data and project completion. These short-term “targets” will serve as useful benchmarks toward achieving longer-term agency goals.

Pavement Condition

The four pavement condition performance measures assess the percentage of the entire NHS (by lane-mile) in both “good” and “poor” condition. The performance measures are broken out into separate values for the Interstate and non-Interstate NHS. The NHS includes roads owned and maintained by NJDOT (63 percent of centerline miles), various transportation authorities and commissions (14 percent), counties (20 percent), and municipalities (3 percent).

NJDOT measures the condition of each tenth-mile segment of pavement using various metrics depending on the type of pavement, including ride quality (using the International Roughness Index), rutting, cracking, and faulting. Three of these metrics apply to each type of pavement. Each segment is characterized as either “good,” “fair,” or “poor” for each of the applicable metrics, using criteria specified by FHWA. If a segment rates as “good” for all three applicable metrics, the segment is considered to have “good” pavement condition. If a segment rates as “poor” on two out of the three applicable metrics, the segment is considered to have “poor” pavement condition. All other combinations of metric ratings are assigned as “fair” pavement condition.

Each pavement condition pavement performance measure is calculated by dividing the total “good” or “poor” lane miles on the Interstate and the non-Interstate NHS segments by the total number of NHS lane miles.

NJDOT pavement subject matter experts analyzed current (2016) pavement condition using these measures along with preliminary data for 2017. Forecasts using the NJDOT pavement management system were also examined, taking into account pavement projects anticipated in the near term. This analysis led to the following table of baseline and 2- and 4-year targets for each measure:

<i>Measure</i>	Estimated Baseline (2016)	2-year target (2019)	4-year target (2021)
% Interstate lane-mi in good condition	61.25%	*	50%
% Interstate lane-mi in poor condition	1.01%	*	2.5%
% non-Interstate NHS lane-miles in good condition	32.45%	25%	25%
% non-Interstate NHS lane-miles in poor condition	2.38%	2.5%	2.5%

*2 year targets for Interstates are not required for the first performance period

Note that even though these “targets” allow for a short-term worsening of pavement condition, NJDOT remains committed to a long-term goal of increasing pavement condition, achieving a sustainable “state of good repair.”

Bridge Condition

The two bridge condition performance measures assess the percentage of NHS bridges (by deck

area) in both “good” and “poor” condition. Note that NHS bridges include all bridges and culverts greater than 20 feet wide on NHS facilities, including on- and off-ramps connected to the NHS. Bridges that cross state borders are included in their entirety. NHS bridges are owned and maintained by a variety of entities, including NJDOT (52 percent by deck area); transportation authorities and commissions (38 percent); and counties, municipalities, NJ TRANSIT, various other agencies and private owners (10 percent).

The bridge condition performance measures are calculated by dividing the total deck area of bridges in “good” or “poor” condition by the total deck area of all NHS bridges. It is important to note that a rating of “poor” does not necessarily mean that the bridge is unsafe.

NJDOT bridge subject matter experts analyzed current (2017) bridge condition using these measures, along with five years of historical data and forecasts from the NJDOT bridge management system, incorporating programmed bridge improvements anticipated in the current State Transportation Improvement Program (STIP). This analysis led to the following table of baseline and 2- and 4-year targets for each measure:

<i>Measure</i>	Baseline (2017)	2-year target (2019)	4-year target (2021)
% NHS bridge deck area in good condition	20.7%	19.4%	18.6%
% NHS bridge deck area in poor condition	6.5%	6.5%	6.5%

Note that even though these “targets” allow for a slight short-term worsening of bridges in good condition, the targets also suggest maintaining current percentage of bridges in poor condition. NJDOT remains committed to a long-term goal of increasing bridge condition, achieving a sustainable “state of good repair.” These short-term “targets” will serve as useful benchmarks toward achieving that long-term goal.

System Performance

The two system performance measures address the reliability (or variability) of travel times on road segments experienced by travelers. The measures are the percentage of person-miles traveled (PMT) on the Interstate with reliable travel times, and the percentage of PMT on the non-Interstate NHS with reliable travel times. PMT is equal to the segment length multiplied by annual average daily traffic volume times multiplied by average vehicle occupancy.

Travel time reliability is assessed using archived real-time vehicle probe data contained in the National Performance Management Research Data Set (NPMRDS). The measure is calculated by dividing the “longer” (80th percentile) travel times by “normal” (50th percentile) travel times in each of four different time periods throughout the entire calendar years: weekday mornings (6am-10am), middays (10am-4pm), and evenings (4pm-8pm); along with weekends (6am-8pm). If this ratio is below 1.5 in all time periods, that segment is considered to have reliable travel times. For example, if travel times are more than 50 percent longer 4 out of 5 days during any of the time periods, then the segment is considered unreliable.

The performance measure for Interstates is calculated by summing up the PMT on Interstate

segments considered to be reliable, divided by the PMT on all Interstate roads. The performance measure for non-Interstate NHS roadways is calculated similarly.

These performance measures were calculated with the assistance of the NPMRDS Analytics Suite, created and maintained by the University of Maryland Center for Advanced Transportation Technology Laboratory (UMD CATTLab), following FHWA guidance. Only current data is available; trends and forecasts for these measures are not. The NJDOT Complete Team (consisting of planning and operations staff from NJDOT, the state’s three MPOs, NJ TRANSIT, Port Authority of New York & New Jersey (PANYNJ), New Jersey Turnpike Authority, and FHWA-NJ) had several meetings to discuss the underlying data, calculation tools and methods, baseline results, and target-setting approaches. Long-term policies for the agencies support improvements to reliability. Given traffic growth and near-term projects and programs, the consensus was that targets represent a maintenance of current values for each travel time reliability measure, as shown in the table below. As allowed by the regulations, the 4-year targets will be reevaluated in 2020 using additional data.

<i>Measure</i>	Baseline (2017)	2-year target (2019)	4-year target (2021)
% PMT on Interstates with reliable travel times	82.0%	82.0%	82.0%
% PMT on non-Interstate NHS with reliable travel times	84.1%	*	84.1%

*2 year target for non-Interstate NHS is not required for the first performance period

Freight

The national performance measure for freight is the truck travel time reliability (TTTR) Index. TTTR is the ratio between the “longest” (95th percentile) and “normal” (50th percentile) truck travel times. This metric is averaged for all Interstate road segments in the state, weighted by distance, resulting in the TTTR Index for the state. Unlike the travel time reliability measures for overall System Performance, there is no “threshold” that determines whether individual road segments are reliable or unreliable for trucks.

Truck travel time reliability is also assessed using archived real-time vehicle probe data contained in the NPMRDS, but this measure uses travel times specifically reported from trucks (where available). The measure is calculated by calculating the ratio described above for each of five different time periods throughout the entire year: weekday mornings (6am-10am), middays (10am-4pm), and evenings (4pm-8pm); weekend days (6am-8pm); and overnights (all days 8pm-6am). Each segment is assigned a TTTR equal to the largest ratio across all five time periods. For example, the TTTR is the factor that is needed to allow an on-time arrival 19 out of 20 times, when compared to the median travel time.

As with the travel time reliability measures, the truck travel time reliability performance measure was calculated using the UMD CATTLab NPMRDS Analytics Suite tool, following FHWA guidance. The NJDOT Complete Team (consisting planning and operations staff from NJDOT, the three MPOs, NJ TRANSIT, PANYNJ, the Turnpike Authority and FHWA-NJ) had several meetings to discuss the underlying data, calculation tools and methods, baseline results, and target-setting approaches. Again, long term policies for the agencies support improvements to

reliability. The identified targets represent a slightly worsening value in both the 2-year and 4-year targets, considering the anticipated increase in traffic (both overall and trucks specifically) and near-term projects and programs, as shown in the table below.

<i>Measure</i>	Baseline (2017)	2-year target (2019)	4-year target (2021)
Truck Travel Time Reliability (TTTR) Index	<i>1.81</i>	<i>1.9</i>	<i>1.95</i>

As this is a new performance measure, transportation agencies will need to explore ways to influence this measure in the future, with the goal of making specific transportation investments to improve reliability of travel times for trucks.

Justification for Action: In order to comply with federal regulations, the NJTPA is required to either support the statewide targets for these performance measures, or establish quantitative targets for our region. These targets were collaboratively developed by NJDOT, NJTPA, and other stakeholders exploring these specific performance measures for the first time. The targets were developed by examining various data sources and trends, along with established policies of all partner agencies. Given these factors, it is appropriate for the NJTPA to support the New Jersey statewide targets by agreeing to plan and program projects that help the state meet its targets.

Staff Recommendation: Central Staff recommends approval of this action.

Sept. 10, 2018 - Attachment G.2.

DRAFT RESOLUTION: APPROVAL OF CONGESTION MITIGATION AND AIR QUALITY (CMAQ) EMISSIONS REDUCTION PERFORMANCE MEASURE TARGETS FOR THE NJTPA REGION

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

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

WHEREAS, the Federal Highway Administration (FHWA) rules on performance management requires that MPOs and State departments of transportation coordinate on setting performance targets for CMAQ emissions reduction performance measures within air quality nonattainment and maintenance areas; and

WHEREAS, the entire NJTPA region has been designated by the US Environmental Protection Agency (EPA) as a nonattainment area for ozone, and portions of the NJTPA region are maintenance areas for carbon monoxide (CO) and fine particulate matter (PM_{2.5}); and

WHEREAS, the FHWA-established performance measures applicable to the NJTPA region include the emissions reductions, in kilograms per day, of two criteria pollutants—CO, and PM_{2.5}—and two ozone precursors—volatile organic compounds (VOC) and nitrogen oxides (NO_x); and

WHEREAS, based on the FHWA final rule on metropolitan planning, MPOs must establish targets for the CMAQ emissions reduction measures by November 16, 2018; and

WHEREAS, the FHWA rule on performance management relating to this measure states that MPOs that contain nonattainment or maintenance areas that overlap an urbanized area with a population above 1 million people must establish quantitative 2-year and 4-year targets for the CMAQ emissions reduction measures and prepare a CMAQ Performance Plan; and

WHEREAS, the NJTPA region contains nonattainment and maintenance areas that overlap two urbanized areas with populations above 1 million people (the New York—Newark, NY—NJ—CT Urbanized Area and the Philadelphia, PA—NJ—DE—MD Urbanized Area); and

WHEREAS, the CMAQ Performance Plan must be submitted by each applicable MPO to their state DOT by October 1, 2018 (and biennially thereafter), and must include the baseline values and established targets for the CMAQ emissions reduction measures and the previously established CMAQ traffic congestion measures along with a description of projects identified for CMAQ funding and how such projects will contribute to achieving these performance targets; and

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

WHEREAS, the NJTPA Region 2-year cumulative target (for FY 2018 and FY 2019) for CO is 31.927 kg/day and the 4-year cumulative target (for FY 2018 through FY 2021) is 63.010 kg/day; the NJTPA Region 2-year cumulative target for PM_{2.5} is 1.663 kg/day and the 4-year cumulative target is 3.267 kg/day; the NJTPA Region 2-year cumulative target for VOC is 14.026 kg/day and the 4-year cumulative target is 27.318 kg/day; and the NJTPA Region 2-year cumulative target for NO_x is 101.722 kg/day and the 4-year cumulative target is 202.745 kg/day; and

WHEREAS, the NJTPA targets appropriately reflect and will serve as suitable benchmarks for the planning goals and desired outcomes for the projects and programs of the NJTPA Regional Transportation Plan and Transportation Improvement Program (TIP); and

WHEREAS, the 4-year targets can be revised in the NJDOT mid performance period report to FHWA on October 1, 2020; and

WHEREAS, the FHWA metropolitan planning rule also requires that MPO TIPs “shall include, to the maximum extent practicable, a description of the anticipated effect of the TIP toward achieving the performance targets”; and

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

NOW, THEREFORE, BE IT RESOLVED, that the NJTPA hereby endorses the identified emissions reduction performance measure targets for the NJTPA region; and

BE IT FURTHER RESOLVED that the NJTPA will add language to the FY 2018-2021 TIP, discussing these targets and the anticipated effect of the TIP toward achieving these targets; and

BE IT FURTHER RESOLVED that the NJTPA will prepare a CMAQ Performance Plan for submittal to NJDOT by October 1, 2018; 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

Approval of Congestion Mitigation and Air Quality (CMAQ) Emissions Reduction Performance Measure Targets for the NJTPA Region

Action: Approval of regional targets for carbon monoxide (CO), fine particulate matter (PM_{2.5}), volatile organic compounds (VOC) and nitrogen oxides (NO_x) pollutant emissions reductions from CMAQ projects. The NJTPA will add language to the Transportation Improvement Program (TIP) discussing the anticipated effect of the TIP toward achieving these targets (required in order for the Federal Highway Administration (FHWA) to approve any TIP amendments after May 20, 2019) and develop the required Congestion Mitigation and Air Quality (CMAQ) Performance Plan for submittal to the New Jersey Department of Transportation (NJDOT) by October 1, 2018.

Background: Among other new national performance measures, FHWA's January 18, 2017 rulemaking established standard performance measures covering emissions reductions from CMAQ projects. These measures support the goal of the CMAQ program to reduce on-road mobile source emissions.

For each of the national performance measures, the requirements include that states and metropolitan planning organizations (MPOs) collaborate closely on collecting data, reporting performance to FHWA, and setting short-term (generally 2- and 4-year) targets for their specific jurisdictions. These targets are to support agency performance-based planning and programming and to be included in documents such as the Regional Transportation Plan and TIP.

FHWA regulations state that MPOs that contain nonattainment or maintenance areas that overlap an urbanized area with population more than a million must establish quantitative 2-year and 4-year targets for the CMAQ emissions reduction measures and prepare a CMAQ Performance Plan. The entire NJTPA region has been designated by the U.S. Environmental Protection Agency (EPA) as a nonattainment area for ozone, and portions of the NJTPA region are maintenance areas for CO and PM_{2.5}. Further, the NJTPA region overlaps two urbanized areas with populations of more than a million (the New York—Newark, NY—NJ—CT Urbanized Area and the Philadelphia, PA—NJ—DE—MD Urbanized Area). Thus, the NJTPA is required to set targets for pollutant emissions reductions from CMAQ projects and prepare a CMAQ Performance Plan.

Separate emission reduction targets are required for each pollutant, or precursor, for which a region is in nonattainment or maintenance. For the NJTPA Region, the required pollutants are CO and PM_{2.5}, along with the ozone precursors of VOC and NO_x.

CMAQ Emission Reduction Measures and Targets

The required emissions reduction targets identify the amount of pollutant emissions (in kilograms per day, or kg/day) estimated to be reduced by CMAQ-funded projects within the corresponding nonattainment or maintenance area(s), summed over the applicable fiscal years. The 2-year target represents the emissions reductions from CMAQ projects that will be first authorized within

FY 2018 and FY 2019, while the 4-year target represents the emissions reductions from CMAQ projects that will be first authorized within FYs 2018, 2019, 2020 and 2021.

The New Jersey Air Quality Working Group (consisting of subject matter experts from NJDOT, New Jersey Department of Environmental Protection, NJTPA and the state’s other two MPOs) worked to identify and agree upon MPO-level baselines and targets for the emissions reductions from CMAQ projects. Due to the fact that New Jersey is completely covered by MPOs, these MPO-level baselines and targets were added together to create the statewide baseline and targets.

As a baseline, the Air Quality Working Group examined emissions reductions from CMAQ projects authorized during the last four fiscal years (FY 2014 – FY 2017). The baseline used required data from the FHWA CMAQ Public Access System with corrections, including eliminating duplicate projects and adding projects not counted in the system.

For target setting, the group took into account the baseline and the partner agencies’ commitment to sustaining the level of effort with CMAQ program pollutant reductions. Looking at the entire 4-year baseline period was appropriate because of variations in specific projects from year to year and the fact that emission reduction benefits are assigned to the first year a project is authorized, even if its benefits are spread over a longer period.) The target setting also considered that vehicles are becoming cleaner over time, making it more challenging to achieve pollutant reductions by reducing vehicle miles traveled.

To identify targets, the average for each pollutant was calculated for each fiscal year during the baseline period (FY 2014 – FY 2017), accounting for the relative “cleanliness” of the vehicles during each year. This average was then projected forward for each fiscal year during the performance period (FY 2018 – FY 2021), again adjusting for the anticipated “cleanliness” of vehicles in the future. The 2-year target was set as the sum of the emissions reduction projections for FY 2018 and FY 2019, and the 4-year target was set as the sum of the emissions reduction projections for FY 2018 through FY 2021. This results in the following table for the NJTPA region:

Geography	Pollutant	NJTPA Region (kg/day)		
		Adj. Baseline (FY14-FY17) ¹	<i>2-yr target (FY18-FY19)</i>	<i>4-yr target (FY18-FY21)</i>
CO Maintenance Area	CO	67.376	31.927	63.010
PM _{2.5} Maintenance Area	PM _{2.5}	4.312	1.663	3.267
Ozone Nonattainment Area	VOC	31.937	14.026	27.318
	NO _x	206.771	101.722	202.745

¹ Without duplicates/erroneous data, and with NJ TRANSIT projects added.

Note that, as anticipated, the 2-year target is slightly less than half of the adjusted baseline emissions reduction, and the 4-year target is also slightly less than the adjusted baseline emissions reductions. This reflects the fact that vehicles are getting cleaner, and thus similar projects will result in lower emissions reductions in the future.

CMAQ Performance Plan

As noted, the NJTPA is required to prepare a CMAQ Performance Plan and submit it to NJDOT by October 1, 2018. This document is to have the following elements:

- Baseline condition/performance and established 2- and 4-year targets for CMAQ performance measures:
 - Percent non-single occupant vehicle (SOV) travel for urbanized areas over 1 million (approved by the NJTPA Board on July 9, 2018)
 - Peak hour excessive delay (PHED) per capita for urbanized areas over 1 million (approved by NJTPA Board on July 9, 2018)
 - Emissions reductions from CMAQ projects for NJTPA region (the subject of this resolution)
- Description of projects identified for CMAQ funding (taken from the current NJTPA-approved TIP) and how such projects will contribute to achieving the performance targets

Justification for Action: In order to comply with federal regulations, the NJTPA is required to establish quantitative targets for our region for the CMAQ emission reduction performance measures. The targets were developed by examining various data sources and trends and are to continue to improve air quality consistent with established agency policy. Following this Board action, NJTPA staff will work to develop text for the current TIP that discusses these targets and how the TIP helps to meet the targets. In addition, staff will prepare the required CMAQ Performance Plan for submittal to NJDOT by October 1, 2018.

Staff Recommendation: Central Staff recommends approval of this action.

DRAFT RESOLUTION: TO ENTER INTO CLOSED SESSION

WHEREAS, Section 8 of the Open Public Meetings Act, codified at N.J.S.A. 10:4-6 *et seq.*, permits the exclusion of the public from a meeting in certain circumstances, including contract negotiations and personnel matters; and

WHEREAS, this public body is of the opinion that such circumstances presently exist.

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF TRUSTEES OF THE NORTH JERSEY TRANSPORTATION PLANNING AUTHORITY, INC., AS FOLLOWS:

Section 1. The aforementioned recitals are incorporated herein as though fully set forth at length.

Section 2. The public shall be excluded from discussion of and action upon the hereinafter specified subject matter.

Section 3. The general nature of the subject matter to be discussed is contract negotiation and personnel matters.

Section 4. It is anticipated at this time that the above-stated subject matter will be made public if final action is to be taken, or when the privilege of confidentiality no longer attaches.

Section 5. This resolution shall take effect immediately, September 10, 2018.

DRAFT RESOLUTION: AUTHORIZING THE NEGOTIATION AND EXECUTION OF AN EMPLOYMENT CONTRACT FOR EXECUTIVE DIRECTOR BY AND BETWEEN MARY D. AMEEN AND THE NORTH JERSEY TRANSPORTATION PLANNING AUTHORITY, INC.

WHEREAS, the North Jersey Transportation Planning Authority, Inc. is a New Jersey nonprofit corporation formed pursuant to Title 15A of the New Jersey Statutes (the “Corporation”); and

WHEREAS, the Board has examined the qualifications of Mary D. Ameen and found her to be well-qualified and suited to administering and managing the day-to-day operations of the Corporation, and to direct and oversee the work of the Corporation, including, but not limited to, planning for adequate and efficient modes and routes for the movement of people and goods within and through the region; and

WHEREAS, the Corporation has determined to authorize the negotiation and execution of an employment contract hiring Mary D. Ameen as the new Executive Director of the Corporation upon terms and conditions mutually agreeable to the parties thereto; and

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

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF TRUSTEES OF THE NORTH JERSEY TRANSPORTATION PLANNING AUTHORITY, INC., AS FOLLOWS:

Section 1. The aforementioned recitals are incorporated herein as though fully set forth at length.

Section 2. The Corporation hereby authorizes the Chairman of the Corporation, in consultation with counsel, to negotiate and execute an employment agreement by and between the Corporation and Mary D. Ameen as Executive Director upon terms mutually agreeable to the Corporation and Mary D. Ameen. Upon the negotiation thereof, the Chairman and the Secretary of the Corporation are authorized to execute such employment agreement and the Secretary is directed to place the Corporate Seal thereon.

Section 3. This resolution shall take effect immediately, September 10, 2018.

Defining the Vision. Shaping the Future.



One Newark Center, 17th floor, Newark, NJ 07102
(973) 639-8400 • fax (973) 639-1953 • www.njtpa.org

Angel G. Estrada, Chair
Mary D. Ameen, Acting Executive Director

To: NJTPA Trustees
Re: Executive Director Recommendation
From: Angel G. Estrada, Chairman, on behalf of the Executive Committee
Date: September 7, 2018

As you know, the position of permanent NJTPA Executive Director has been vacant since Mary K. Murphy left the organization effective May 4, 2018. NJTPA Deputy Executive Director Mary D. Ameen has been serving as Acting Executive Director since that date.

Section 8 of the NJTPA bylaws authorizes the Board of Trustees to select a successor Executive Director. This Section of the bylaws also authorizes the Executive Committee to make a recommendation to the Board of Trustees regarding the successor Executive Director. In addition to me, the Executive Committee currently consists of First Vice-Chair Matthew Holt, Second Vice-Chair John W. Bartlett, Third Vice-Chair Kathryn A. DeFillippo, and Secretary Joseph N. DiVincenzo Jr.

Working closely with Human Resources staff at NJIT, the host agency of the NJTPA, the Executive Committee conducted a search process for the successor Executive Director. This process included posting of the job opening at the NJIT website. These postings are distributed widely via several job listings websites.

The Executive Committee evaluated all submittals with regard to transportation and planning experience, as well as overall experience in leadership and management. From this pool, several applicants were selected to be interviewed regarding their skills and qualifications, as well as their commitment to the NJTPA and serving its Board of Trustees.

After deliberation, it is the unanimous recommendation of the Executive Committee that Mary D. Ameen be hired as the Executive Director to succeed Mary K. Murphy. Her resume is attached.

This recommendation will be considered for a vote at our Board Meeting scheduled for this Monday, September 10. Please see the attached resolutions and updated agenda for more information.

I encourage Trustees to contact me over the weekend with any questions, comments or concerns prior to Monday's meeting. I look forward to your input, your participation at Monday's meeting and to your continued dedication to the work of the NJTPA.