



**JOHN W. BARTLETT, CHAIR**

**BOARD MEETING AGENDA**

**November 14, 2022**

**10:30 AM**

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Join Zoom Meeting

<https://njtpa-org.zoom.us/j/91271804648?pwd=TGJHRlZBRFVKQll6aVN0Ui92QUhKQT09>

Meeting ID: 912 7180 4648

Passcode: 908125

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877 853 5247 US Toll-free

Meeting ID: 912 7180 4648

Find your local number: <https://njtpa-org.zoom.us/u/aRvQxmL7n>

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- A. Open Public Meetings Act Compliance
- B. Roll Call
- C. Approval of Minutes
- D. Executive Committee/Action Items
  - 1. Approval of a Resolution Authorizing the NJTPA Board to Enter into Closed Session (Attachment D.1.)
  - 2. Approval of a Resolution Authorizing the Negotiation and Execution of an Employment Contract for Executive Director Between David W. Behrend and the North Jersey Transportation Planning Authority, Inc. (Attachment D.2.)

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

- E. Chair's Remarks
- F. Executive Director's Report
- G. Presentation: Infrastructure and Jobs Act, State of New Jersey Update – Richard Sun, Senior Policy Advisor, Office of the Governor
- H. Committee Reports/Action Items\*
  - Project Prioritization – Commissioner John P. Kelly, Chair
    3. Minor Amendment to the FY 2022-2025 Transportation Improvement Program to Add Federal Funding to the Portal North Bridge as Requested by NJ TRANSIT (Attachments G.3.a., G.3.b.)
    4. Minor Amendments to the FY 2022-2025 Transportation Improvement Program to Add Federal Funds to Two Local Projects (Attachments G.4.a., G.4.b.)
      - East Main Street Bridge over Rockaway River, as requested by Morris County
      - Meadowlands Parkway Bridge, as requested by Hudson County
    5. Minor Amendment to the FY 2022- 2025 Transportation Improvement Program to Add the Ferry Slip Reconstruction at the CRRNJ Terminal State Historic Site - Phase 1 as Requested by the New Jersey Department of Transportation Office of Maritime Resources (Attachment G.5.a., G.5.b.)
    6. Minor Amendment to the FY 2022-2025 Transportation Improvement Program to Add Federal Funds to the Route 29, Bridge over Copper Creek in Hunterdon County as Requested by the New Jersey Department of Transportation (Attachment G.6.a., G.6.b.)
  - Planning and Economic Development – Commissioner Charles Kenny, Chair
  - Freight Initiatives – Commissioner Jason Sarnoski, Chair
- I. Public Participation
- J. Time and Place of Next Meeting: The next meeting of the NJTPA will be held on January 9, 2023, 10:30 a.m.
- K. Adjournment

**NJTPA Board of Trustees Meeting  
VIA ZOOM  
November 14, 2022  
10:30 AM  
(Agenda Package Attached)**

The agenda package for the November 14, 2022 Board meeting is attached. Please note that we **are now using Zoom (instead of GoToMeeting) and we encourage you to log in early in case you need to download the software.** This will also give you time to ensure your connection works.

Please refer to the next page for more detailed log-in instructions.

Zoom Log-In Information:

Topic: NJTPA Board Meeting

Time: Nov 14, 2022 10:30 AM Eastern Time (US and Canada)

Join Zoom Meeting

<https://njtpa-org.zoom.us/j/91271804648?pwd=TGJHRlZBRFVKQll6aVN0Ui92QUhKQT09>

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Find your local number: <https://njtpa-org.zoom.us/j/91271804648>

(continued)

### **To participate via computer or smartphone**

- Please click the meeting invite link you received in your email or calendar invitation.
- A pop-up window will prompt you to open or download the application, if it is not already installed on your device.
- Click “Download” to install the application on your device.
- If you want to participate from your web browser without downloading the application, click “cancel.” Then click the “Join from Your Browser” link at the bottom of the page.
- In the pop-up window at the top-left corner of the screen, click “allow” to allow Zoom permission for your microphone and camera.
- In the “Your Name field,” enter a display name.
- (Optional) Select the “remember my name for future meetings” check box.
- Click “Join.”
- You will enter the meeting.

### **How to join a meeting by phone only**

- Dial one of the toll-free numbers (Page 1) to call into the meeting.
- You will be prompted to enter the meeting ID, which is provided below, followed by #.
- If the meeting has not already started, you are prompted press “#” to wait to enter as a participant.
- You may be prompted to enter your unique participant ID. If you are just calling in, press # to skip this step.
- You may be prompted to enter the meeting passcode, followed by “#.” This passcode is included on Page 1 and in the meeting invite provided by the host.

If you have any questions or concerns, please contact me at [BMorris@NJTPA.org](mailto:BMorris@NJTPA.org) or 973-639-8410.



## JOHN W. BARTLETT, CHAIR

### Board Meeting Minutes

September 12, 2022

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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 in the Essex County Hall of Records in Newark, New Jersey.

#### B. Roll Call

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

#### C. Approval of Minutes

A motion to approve the minutes of the July 11, 2022 meeting was made by Ocean County, seconded by Monmouth County and carried with 17 affirmative votes. Somerset County abstained.

#### D. Chairman's Remarks

Chair Bartlett said he was honored to join U.S. Transportation Secretary Pete Buttigieg, Governor Murphy, and many others last month at the groundbreaking for the Portal North Bridge, a critical span over the Hackensack River that carries 450 NJ TRANSIT and Amtrak trains into and out of New York each day. He said the project is just the first in a series of Gateway Program initiatives to replace unreliable infrastructure, address bottlenecks, and add capacity. The Chair said, in Plan 2050, the NJTPA recognizes the importance of building the full series of Gateway projects, which are starting to advance with financial support from the Infrastructure Investment and Jobs Act (IIJA).

Chair Bartlett said the NJTPA continues to post updates about IIJA funding opportunities on its website and to distribute information on key announcements through emails and social media. He encouraged local governments and organizations to keep the NJTPA informed of proposed

applications for grant programs so that Central Staff can assist them with letters of support, provide data, and help coordinate activities across the region.

The Chair said the NJTPA will also share information about the recently enacted Inflation Reduction Act, the climate-focused legislation that has several transportation-related components that include the new Neighborhood Access and Equity Grants program, which aims to redesign arterial roads to improve safety and provide more mobility options, particularly in underserved areas.

Chair Bartlett touched on one of the day's action items, which would allocate Coronavirus Response and Relief Supplemental Appropriations (CRRSA) Act funding to two NJ TRANSIT programs. He commended NJTPA staff and NJ TRANSIT for their innovative application of this funding, which will be used for carbon reduction; bus electrification; a pilot shuttle program to provide first- and last-mile connections to transit hubs; and bicycle sheds to encourage more people to ride to their local transit stops.

The Chair said CRRSA will also fund two new bus-related studies—the E-Mini-Bus Transition and Technical Support Study and the NewBus Hudson Study. This includes direct technical assistance for subrecipients of NJ TRANSIT minibuses, and overall guidance for local and non-profit transit providers. Chair Bartlett said this work will help address air quality, and improve service for the region's bus riders, many of whom are essential workers who do not have the option to work remotely.

Chair Bartlett spoke of several projects that recently graduated from the NJTPA's Local Concept Development Program, which is the first step in the project delivery process, where local needs are considered, different options are analyzed, and an alternative is selected to advance. Projects that complete the NJTPA's Local Concept Development phase can seek federal funding for future phases of work, including eventual construction.

He said he was particularly pleased that one of the projects advancing is the Main Avenue project in the City of Passaic in his home county. He said the project will make travel safer for all, reduce congestion, and improve access to transit while also supporting local economic development on the avenue. Other projects advancing he said are:

- The Corlies Avenue Bridge in Monmouth County
- The Old Bridge-Matawan Road Bridge in Middlesex and Monmouth counties
- The Meadowlands Parkway Bridge in Hudson County
- The East Main Street Bridge in Morris County, and
- The Great Road Bridge in Somerset County

The Chair noted that this is another example of how federal dollars can help the NJTPA to replace, rehabilitate, and redesign county roads and bridges throughout the region. He also noted that the Executive Committee search process for former NJTPA Executive Director Mary Ameen's successor continues apace.

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

NJTPA Acting Executive Director David Behrend reported on recent Central Staff activities. He said that the new federal infrastructure and climate laws provide funding to address vital regional needs, and NJTPA staff is working to ensure that the region takes advantage of these opportunities. This includes processing all amendments and modifications to the Transportation Improvement Program (TIP) as efficiently as possible.

Mr. Behrend said he and other NJTPA staff members recently participated in Street Smart NJ kickoff events in Highland Park with Middlesex County Commissioner Charles Kenny, and in Plainfield with Union County Commissioner Bette Jane Kowalski. He said the City of Orange will launch a campaign later this month. These pedestrian safety campaigns remind drivers to slow down and stay alert as students return to school. He thanked all the communities that participated in summer campaigns, as well as the Transportation Management Associations, who initiated and supported many campaigns.

Mr. Behrend noted that, this fall, the NJTPA will advance key local support programs:

- The Together North Jersey Vibrant Places program is conducted in partnership with the Voorhees Transportation Center at Rutgers. The NJTPA will provide technical assistance to four towns to support quality of life and economic development related improvements.
- The Transportation Alternatives Set-Aside program, which New Jersey's Metropolitan Planning Organizations administer in cooperation with the New Jersey Department of Transportation (NJDOT), provides federal funds for community-based non-traditional transportation-related projects such as walking and biking trails, streetscape improvements, historic preservation, and more. The program has funded a wide range of projects including various Morris Canal Greenway improvements. The deadline to apply is November 2.

Mr. Behrend said the Regional Active Transportation Plan is now under development, and the NJTPA wants to hear ideas for making walking and biking work better and safer across the region. He urged all to provide input via [a survey and interactive map](#). In-person outreach is in progress, including at Canal Day, the Montclair Jazz Festival, fairs in Passaic, Somerset, and Hudson counties, and more.

Mr. Behrend reminded everyone that the on-site portion of the NJTPA's federal certification review is scheduled for November 1-2 and will include a hybrid public meeting on Tuesday, November 1 at 5:30 PM in the NJTPA Board room in Newark. He said the Federal Highway Administration (FHWA) and Federal Transit Administration are conducting their desk review, and the full agenda for the review is still under development.

## **F. Presentation**

Kris Kolluri, CEO of the Gateway Development Commission, stressed the regional and national importance of the Hudson River Tunnel and related projects. He said, when viewed through an equity lens, there is no more important program to invest in because it is a huge mover of people through the region and throughout the tri-state area. He noted that the Gateway Program has the

support of every elected official on both sides of the Hudson River and the administration in Washington, DC as well. He said the project is a fulcrum for the entire Northeast Corridor, and without it the region will not be able to maintain a viable rail network that will meet consumer demand for the next century.

Mr. Kolluri said the initial cost estimate of \$14 billion was realistic, but delay has resulted in a \$2 billion increase, \$1 billion of which is inflation-related. He said over the next 60-90 days the Commission will develop a risk assessment profile with the federal partners so that a full funding agreement is reached by the end of 2023 or early 2024 and construction can begin.

Commissioner Bartlett said it is important to emphasize the urgency of completing the work as soon as possible to prepare for possible disruptive emergencies. He said the project will benefit all economically and practically. He noted that the IIJA and Inflation Reduction Act funding allows the Board and staff to maximize the value of the Gateway Program.

Mr. Kolluri noted that, while the Gateway cost estimate has increased to \$16 billion, there is an opportunity for the federal/state partnership to reduce the projected cost to as low as \$14.7 billion. He said Congresswoman Mikie Sherrill and the New Jersey congressional delegation recently issued a letter to Secretary Buttigieg along the same lines. He said it is important that everyone collaborates on ensuring that the project cost is mitigated, and the region gets access to its fair share of the federal and state funding for the project.

Jared Rodriguez, Citizen's Representative, asked about the feasibility of accelerating the timeline for completing the new tunnels. Mr. Kolluri said there is a focus on reducing opportunities for friction and delay to shave off time during the design-build process. He noted that Amtrak has spent hundreds of millions of dollars to make sure the North River Tunnels are secure and remain functional.

Raphael Wakefield, a member of the public in attendance, asked what can be done to reduce costs to a European standard. Commissioner Kolluri said making sure there is no further delay and working with highly qualified professionals will help contain costs. He said New Jersey has a unique set of problems attributable to its high population density and congestion.

Neile Weissman, Complete George, asked if the existing rail tunnels will be refurbished on weekends. Commissioner Kolluri said the plan is to build the two new tunnels first followed by the rehabilitation of the North River Tunnels. He said this plan is the fastest and most efficient in terms of cost and schedule.

In answer to a question from Chair Bartlett, Commissioner Kolluri said the Notice to Proceed for the project indicates that the entire project will run from summer/fall 2024 to 2038.

Steve Sigmund, Gateway Development Commission, noted that, when the new tubes are completed, rehabilitation of the old ones will take place one-at-a-time, so there will be a minimum of three tunnels in operation.

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

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

Commissioner Kelly said the Committee considered two action items at the joint committee meeting in August. The first is a set of minor amendments to the current TIP that was requested by NJDOT. He said this action would add the following three statewide programs that are funded through the IJA:

- The Electric Vehicle Infrastructure Program, which is funded with \$68 million in National Electric Vehicle Program funds for Fiscal Years 2023-2026 will help New Jersey build out an electric vehicle charging network along key corridors.
- The Carbon Reduction Program, funded with \$123 million for Fiscal Years 2023-2031, is aimed at reducing emissions from the transportation sector through such activities as advanced transportation and congestion management technologies, energy efficient lighting and signals, truck stop electrification, travel demand management, public transit, transportation alternative projects, and more.
- The Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation, also known as the PROTECT Program, is funded with \$335 million for Fiscal Years 2023-2031. This will help the state improve the resiliency of transportation to natural disasters and climate change impacts, including addressing evacuation routes and needs in at-risk coastal areas.

The Commissioner said the Committee also considered minor amendments to the current TIP to transfer Coronavirus Response and Relief Supplemental Appropriations Act funds to two NJ TRANSIT programs as requested by the NJTPA and NJ TRANSIT. Funds suballocated for use in the New York-Newark urbanized area total \$43.645 million. Under a joint proposal, NJ TRANSIT will use \$24.5 million for bus support facilities and equipment, and \$19.145 million for the Transit Enhancements Transportation Alternatives Program and the Alternative Transit Improvements Program line item. Commissioner Kelly said this funding will be used for bus electrification, a pilot shuttle program, bicycle parking, solar-powered bus shelters, and two planning studies.

### **Action Item 1: Minor Amendments to the FY 2022-2025 Transportation Improvement Program to Add Three Statewide Programs as Requested by the New Jersey Department of Transportation (Attachment 2)**

Chair Bartlett opened the floor to public comment on the two action items. Concerning the Carbon Reduction Program, Tim Sevenser, New Jersey Association of Rail Passengers, said while electric vehicles are important, electric rail is more efficient and should get more attention. Mr. Sevenser also advocated for the restoration of rail service to Hoboken, including weekend service on the Morris and Montclair-Boonton lines, and questioned whether Carbon Reduction Program funding could be used for that. He also advocated for allocating part of New York City's congestion pricing proceeds for increased PATH service. Mr. Behrend said the action being taken will get funds programmed into the TIP as part of a program line item, and the funds are not yet allocated to specific projects. He said, under IJA, public transit projects are eligible for Carbon Reduction Program funding.

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 Transfer CRRSAA Funds to Two NJ TRANSIT Programs as Requested by the North Jersey Transportation Planning Authority and NJ TRANSIT (Attachment 3)**

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

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

Commissioner Kenny said, at the joint meeting, the Committee considered two action items regarding federally required transportation performance measures. The first is the endorsement of traffic congestion performance measure targets for the New York-Newark urbanized area, as well as for the Philadelphia and Allentown-Bethlehem-Easton urbanized areas, which partly overlap the NJTPA region. The Commissioner said these targets cover the period from 2022 to 2025 for two performance measures:

- Non-Single Occupant Vehicle Travel, which includes commuters who get to work by any other means than driving alone, such as carpools, public transit, walking, biking, and working from home.
- Peak Hour Excessive Delay per capita, which measures the delay people experience in a year traveling on the National Highway System on weekdays, 6:00-10:00 a.m. and 3:00-7:00 p.m.

The Commissioner said the next item considered by the Committee is approval of emissions reduction performance measure targets for the NJTPA region. This set of performance measure targets deals with reducing air pollutants from projects funded through the Congestion Mitigation and Air Quality program. These measures support national goals to reduce on-road mobile source emissions. He noted that the region is in nonattainment for ozone, meaning it does not meet air quality standards. Also, portions of the region are in maintenance for carbon monoxide and particulate matter, which means they have the potential to exceed air quality standards. The performance measures targets are due October 1.

Commissioner Kenny said, also at the meeting, the Committee heard a presentation by Caroline Trueman, the Safe Streets and Roads for All Grant Program Manager at the FHWA Office of Safety. He said Ms. Trueman reported that the number of pedestrians struck and killed in motor vehicle crashes increased nationally by more than 50 percent from 2009 through 2019. Ms. Trueman urged the adoption of a Safe System approach that, she said, is “grounded in an ethical imperative that no one should be killed or injured when using the roadway system.” Ms. Trueman said the Safe System approach addresses the safety of all road users on an equal basis and acknowledges a shared responsibility for safety by both roadway users and system managers.

**Action Item 3: Endorsement of Established Traffic Congestion Performance Measure Targets for the New York-Newark, Philadelphia, and Allentown-Bethlehem-Easton Urbanized Areas (Attachment 4)**

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

**Action Item 4: Approval of Congestion Mitigation and Air Quality (CMAQ) Emissions Reduction Performance Measure Targets for the NJTPA Region (Attachment 5)**

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

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

Commissioner Sarnoski said the Committee heard an update on the 2022 Statewide Freight Plan at its August meeting. He thanked Commissioner Kenny for running the meeting in his absence. He said the first speaker was Genevieve Clifton, NJDOT, who said the state's freight industry is generally thriving. She noted some key trends in New Jersey, including the expansion of e-commerce, a growing focus on equity and quality of life, and the availability of higher quality data. These trends, she said, will be reflected in the update, which must be submitted to FHWA by December. The Commissioner said the Committee next heard about specific elements of the plan update from members of the consultant team led by Stephen Chiaramonte of WSP, who said that key new federal freight plan requirements include assessing truck parking facilities and examining the impacts of e-commerce on freight infrastructure.

The Commissioner said, also at the meeting, NJTPA freight staff provided an update on general industry trends, and noted that several studies are underway, including the Freight Rail Grade Crossing Assessment and Freight Concept Development projects in Somerset and Morris counties. Among the committee member reports at the meeting, NJDOT noted that the Rail Freight Assistance Program will open for applications soon. The Port Authority of New York & New Jersey (PANYNJ) reported that there was a 40.7 percent increase in container traffic in June compared to the same month in 2019. Bridge and tunnel crossings are still slightly lower than in 2019. Also, Hudson and Middlesex counties informed the Committee about their freight studies that are being funded through the NJTPA's Subregional Studies Program.

**H) Public Participation**

Mr. Sevenser said there have been major cuts to weekend service to Hoboken along the Morris and Montclair-Boonton lines. He said weekday expansion and more rail cars are needed. Mr. Sevenser also said that electric rail is the most efficient land transportation and, like electric vehicles, should be supported and funded. He said this would preclude having to spend \$4.7 billion on widening New Jersey Turnpike lanes to Jersey City, a project opposed by residents in the vicinity.

Matt Walsh, New Jersey Association of Railroad Passengers, said all planned light rail projects should be prioritized to meet the transit demands caused by increased population and redevelopment in high-density, inner ring suburbs such as Newark, Bloomfield, the Oranges and Passaic. He said these and other similar municipalities have abandoned or semi-abandoned rail line infrastructure that has been studied for potential light rail development for years but have not been made a priority. Mr Walsh agreed with Mr. Sevener that electric cars are not a panacea. He said while electric cars do reduce tailpipe emissions, they also add to the traffic congestion problem.

Mr. Weisman said any facility designed to support active transportation must anticipate increasingly greater numbers of multimodal devices, such as e-bikes, scooters, skateboards and cargo bikes—both personal and shared. He advocated support for the growth of micromobility through creating the infrastructure necessary for safe operation. He also said any active transportation plan should task bridge operators with expanding access at each opportunity. Mr. Weissman said an active transportation network should include service roads under power lines as part of its grid. He also said parcel movers in urban areas should replace trucks with cargo bikes for last-mile deliveries. Mr. Weissman said the NJTPA Regional Active Transportation Plan should recommend that New Jersey subsidize e-bike purchases.

Andy Weiss said NJ TRANSIT has disregarded recommendations from multiple NJTPA studies concerning implementing bus rapid transit. He pointed out that densely populated areas in the region are without bus lanes. Mr. Weiss also said there is a need for a regional fare card that covers NJ TRANSIT, the Metropolitan Transportation Authority and PATH, also recommended by five NJTPA studies.

Mr. Wakefield echoed Mr. Weiss's statements. He said he is concerned that the focus on the headline cost of projects has obscured the need to use infrastructure efficiently according to best practices. He said the Turnpike extension and expansion to Jersey City had been justified in part by the need to accommodate truckers. He said alternate arrangements are needed, and the PANYNJ should be obligated to provide truck parking, along with amenities such as refreshment stations, bathroom showers, etc. on its properties. Mr. Wakefield said the Lincoln Tunnel Express bus lane should be open 24 hours a day, seven days a week. Also, he said there is much controversy over New York City congestion pricing, but little interest in trying to adapt existing infrastructure for the benefit of New Jersey travelers to Manhattan. Mr. Wakefield questioned high cost increases, such as the Gateway Program increase from \$14 billion to \$16 billion, the Raritan Bridge project increase from \$600 million to \$1 billion, the Northern Branch project increase from \$1.2 billion to \$2 billion, and others. He said this issue seems like something that the NJTPA should be addressing.

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

Chairman Bartlett announced that the next meeting of the NJTPA Board will be held on Monday, November 14, 2022, at 10:30 a.m.

**J) Adjournment**

At 11:48 a.m., a motion to adjourn was made by Ocean County, seconded by Morris County and carried unanimously.

**NORTH JERSEY TRANSPORTATION PLANNING AUTHORITY, INC.**  
**Meeting of the Board of Trustees**  
**Attendance Record: September 12, 2022**

<b>Subregion/Agency</b>	<b>Voting Members/Alternates</b>	<b>Staff &amp; Others</b>
Bergen County	Peter Botsolas	Joseph Baladi
Essex County	David Antonio	
Hudson County	Byron Nicholas	
Hunterdon County	Hon. Susan Soloway	Katherine Fullerton
Jersey City		Michael Manzella Elias Guseman
Middlesex County	Hon. Charles Kenny Doug Greenfeld	Solomon Caviness Andrew Lappitt Mike Dannemiller
Monmouth County	Teri O'Connor	Shilpa Bhojappa
Morris County	Hon. Kathy DeFillippo John Hayes	Dede Murray
Newark	Dolores Wooden	Trevor Howard
Ocean County	Hon. John Kelly John Ernst	
Passaic County	Hon. John Bartlett	Andras Holzmann Sal Presti
Somerset County	Walt Lane	Ken Wedeen
Sussex County	Hon. Chris Carney 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	
NJ TRANSIT	Jeremy Colangelo-Bryan	RJ Palladino
Port Authority of New York & New Jersey	Jay Shuffield	
Citizen's Representative	Jared Rodriguez	

<b>Other Attendees</b>	
Jack Kanarek	Dewberry
Lily Black	EPA Region 2
Sutapa Bandyopadhyay	FHWA
Kris Kolluri	Gateway Development Commission



Approved September 12, 2022

**DRAFT RESOLUTION: MINOR AMENDMENTS TO THE FY 2022 – 2025  
TRANSPORTATION IMPROVEMENT PROGRAM TO  
ADD THREE STATEWIDE PROGRAMS AS REQUESTED  
BY THE NEW JERSEY DEPARTMENT OF  
TRANSPORTATION**

**WHEREAS**, the North Jersey Transportation Planning Authority, Inc. (NJTPA) has been designated by the Governor of New Jersey as the Metropolitan Planning Organization (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**, the New Jersey Department of Transportation has requested the addition of federal funds for the Electric Vehicle Infrastructure Program (DBNUM 22350), the Carbon Reduction Program (DBNUM 22352), and the Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) program (DBNUM 22353) to bring the FY 2022 - 2025 TIP into alignment with the state FY 2023 Transportation Capital Program; and

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

**WHEREAS**, these minor amendments are exempt from an air quality conformity determination or were modeled in the conformity analysis that was performed in 2021 for the FY 2022 – 2025 TIP 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 TIP conforms to the MAP-21/FAST Act and Infrastructure Investment and Jobs Act performance-based planning requirements; and

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

**Approved September 12, 2022**

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

**NOW, THEREFORE, BE IT RESOLVED**, that the North Jersey Transportation Planning Authority hereby approves the specified amendments to the FY 2022 – 2025 Transportation Improvement Program.

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

Approved September 12, 2022

**DRAFT RESOLUTION: MINOR AMENDMENTS TO THE FY 2022 – 2025  
TRANSPORTATION IMPROVEMENT PROGRAM TO  
TRANSFER CRRSAA FUNDS TO TWO NJ TRANSIT  
PROGRAMS AS REQUESTED BY THE NORTH JERSEY  
TRANSPORTATION PLANNING AUTHORITY AND NJ  
TRANSIT**

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

**WHEREAS**, the NJTPA formally adopted the FY 2022 – 2025 Transportation Improvement Program (TIP) on September 13, 2021; and

**WHEREAS**, the NJTPA on September 24, 2012 approved a Memorandum of Understanding (MOU) among the NJTPA, the New Jersey Department of Transportation (NJDOT), and NJ TRANSIT on procedures to amend and modify the State Transportation Improvement Program and the NJTPA TIP; and

**WHEREAS**, the TIP may be revised any time; and

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

**WHEREAS** New Jersey's New York-Newark urbanized area was allocated \$43.645 million from the federal Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) and these funds are currently programmed in the TIP's regionwide program line item NJTPA, Future Projects (DB# N063), in Federal Fiscal Year 2022.

**WHEREAS**, the NJTPA and NJ TRANSIT are jointly proposing to transfer federal funds from the NJTPA, Future Projects (DBNUM N063) program line item to the NJ TRANSIT Bus Support Facilities and Equipment (DBNUM T08) and Transit Enhancements/Transportation Alternatives Program/Associated Transit Improvements (DBNUM T210) program line items; 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 TIP conforms to the MAP-21/FAST Act and Infrastructure Investment and Jobs Act performance-based planning requirements; and

**Approved September 12, 2022**

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

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

**NOW, THEREFORE, BE IT RESOLVED**, that the North Jersey Transportation Planning Authority hereby approves the specified amendment to the FY 2022 – 2025 Transportation Improvement Program.

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

Approved September 12, 2022

**DRAFT RESOLUTION: ENDORSEMENT OF ESTABLISHED TRAFFIC CONGESTION PERFORMANCE MEASURE TARGETS FOR THE NEW YORK-NEWARK, PHILADELPHIA, AND ALLENTOWN-BETHLEHEM-EASTON 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 certain urbanized areas coordinate and jointly set single performance targets for the two traffic congestion measures—percent non-single occupant vehicle travel (“non-SOV”) and peak hour excessive delay per capita (“PHED”); and

**WHEREAS**, the second four-year performance period (2022-2025) is underway and performance measure targets are to be set for 2-year and 4-year time horizons, which (based on the data applied) for non-SOV refer to 2018-2022 and 2020-2024 conditions, respectively, and for PHED represent 2023 and 2025 conditions, respectively; and

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

**WHEREAS**, the NJTPA coordinated on analyzing trends and developing appropriate traffic congestion targets within these areas with all appropriate transportation agencies at the state and regional level; and

**WHEREAS**, for both the New York-Newark and Philadelphia UZAs, the previously required and established first performance period 2- and 4-year targets for non-SOV and 4-year targets for PHED were achieved and

**WHEREAS**, the following targets were agreed upon for the non-SOV measure: in the New York-Newark UZA, the 2-year target is to maintain the current level (52.4%, based on 2016-2020 data), and the 4-year target is a slight increase to 52.5%; in the Philadelphia UZA, the 2-year target is a slight decrease to 30.0% (from the current 30.6%), and the 4-year target is to maintain that 30.0%; and in the Allentown UZA, the 2-year target is a slight decrease to 18.6% (from the current 19.7%) and the 4-year target is to maintain that 18.6%; and

**Approved September 12, 2022**

**WHEREAS**, the following targets were agreed upon for PHED measure: in the New York-Newark UZA, the 2-year target is 22.0 person-hours/person (up from 20.9 in 2021), and the 4-year target is a subsequent slight decrease to 21.0 person-hours/person; in the Philadelphia UZA, the 2-year target is 15.2 person-hours/person (up from 13.1), and the 4-year target is a subsequent slight decrease to 15.1 person-hours/person; and in the Allentown UZA, the 2-year target is 8.4 person-hours/person (up from 7.1), and the 4-year target is to maintain that 7.1 person-hours/person; and

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

**WHEREAS**, FHWA regulations allow MPOs to adjust the 4-year targets at the midpoint of the 4-year performance period (by October 1, 2024); 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, the Philadelphia UZA, and the Allentown UZA; and

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

**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 require 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 FHWA has determined that the NJTPA is subject to these target-setting requirements for its region, and must establish quantitative targets for CMAQ emissions reduction covering the 2-year period FFY 2022 to 2023 and 4-year period FFY 2022 through 2025 and biennially prepare a CMAQ Performance Plan; and

**WHEREAS**, the FHWA-established performance measures applicable to the NJTPA region include the emissions reductions, in kilograms per day, of two pollutants—CO, and PM<sub>2.5</sub>—and two ozone pollutant precursors—volatile organic compounds (VOC) and nitrogen oxides (NO<sub>x</sub>); and

**WHEREAS**, for the second four-year performance period now underway, performance measure targets must be established and the CMAQ Performance Plan for meeting the targets submitted by each applicable MPO to its State DOT by October 1, 2022; 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 the required measures; and

**WHEREAS**, the NJTPA regional 2-year cumulative target for CO is 60.422 kg/day and the 4-year cumulative target is 114.796 kg/day; the 2-year cumulative target for PM<sub>2.5</sub> is 4.659 kg/day and the 4-year cumulative target is 8.841 kg/day; the 2-year cumulative target for VOC is 8.384 kg/day and the 4-year cumulative target is 15.948 kg/day; and the 2-year cumulative target for NO<sub>x</sub> is 22.528 kg/day and the 4-year cumulative target is 41.425 kg/day; and

**Approved September 12, 2022**

**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 Long Range 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, 2024; 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 approves the identified emissions reduction performance measure targets for the NJTPA region; and

**BE IT FURTHER RESOLVED** that the NJTPA will prepare a CMAQ Performance Plan for submittal to NJDOT by October 1, 2022; 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.



**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, November 14, 2022.

Attachment D.2.

**DRAFT RESOLUTION: AUTHORIZING THE NEGOTIATION AND EXECUTION OF AN EMPLOYMENT CONTRACT FOR EXECUTIVE DIRECTOR BY AND BETWEEN DAVID W. BEHREND 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 David W. Behrend and found him 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 David W. Behrend as the new Executive Director of the Corporation upon terms and conditions mutually agreeable to the parties thereto.

**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 David W. Behrend as Executive Director upon terms mutually agreeable to the Corporation and David W. Behrend. 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, November 14, 2022.



To: NJTPA Trustees

From: John W. Bartlett, Chairman, on behalf of the Executive Committee

**Re: Executive Director Recommendation**

Date: October 31, 2022

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As you know, the position of Executive Director has been vacant since Mary D. Ameen left the organization on June 30, 2022. NJTPA Deputy Executive Director David W. Behrend 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 John P. Kelly (Ocean), Second Vice-Chair Charles Kenny (Middlesex), Third Vice Chair Jason Sarnoski (Warren), and Secretary Bette Jane Kowalski (Union).

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. It should be noted that these listings are disseminated widely on the Internet via various job websites. By early August 2022, NJIT had received nine (9) applications and distributed copies of those applications to the Executive Committee. On August 10, 2022, the Executive Committee met via Zoom to begin evaluation of the candidates.

The Executive Committee evaluated all submissions with regard to relevant professional experience, including strategic planning, transportation/MPO experience, and overall leadership. From the total applicant pool, four (4) individuals were selected to be interviewed regarding their skills and qualifications, as well as their commitment to the NJTPA and serving its Board of Trustees. Of these, one applicant withdrew from consideration, and the Executive Committee (other than County Commissioner Sarnoski, who was unavailable) held in-person interviews with the remaining three (3) applicants at NJTPA's Newark office on October 3, 2022. The applicants' collective skills and experience serving MPOs in New Jersey were impressive and, I believe, bespeak the quality of and depth of professionals in our region at this crucial time for infrastructure investments.

After these interviews and deliberation among the Executive Committee members present, and subsequent communications between me and County Commissioner Sarnoski, it is the committee's unanimous decision to recommend David W. Behrend to be the Executive Director to succeed Mary D. Ameen. It is our view that David's knowledge and experience with the unique role an MPO plays in the larger story of transportation improvements are second to none; we also believe his familiarity with and to this organization and the entities with which it collaborates, and his experience leading NJTPA's extraordinary staff, will provide important continuity in the years ahead as this MPO aims to seize all the opportunities available through the IIJA and other initiatives. David's resume is attached.

The Executive Committee's recommendation will be considered for a vote at our Board Meeting scheduled for Monday, November 14, 2022. I want to thank the Executive Committee for its dedicated work on this search, and the staff at NJTPA and NJIT that supported our efforts.

I encourage Trustees to contact me with any questions, comments, or concerns, by phone or e-mail, prior to our upcoming meeting. I look forward to your input, your participation at our November meeting, and your continued dedication to the work of the NJTPA.

# DAVID W. BEHREND, AICP

[davidwbehrend@](mailto:davidwbehrend@) | (732) | Lincroft, NJ 07738  
[www.linkedin.com/in/davidbehrend/](http://www.linkedin.com/in/davidbehrend/)

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## MPO EXECUTIVE

Experienced, effective Metropolitan Planning Organization (MPO) executive with proven track record in delivery of all federally required products, as well as strategic planning, organizational growth/development, change management, Board relations, external/government affairs, media relations, public engagement, regional transportation planning, and other key areas.

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## SELECTED ACHIEVEMENTS

- Played key leadership role in restructuring NJTPA to improve efficiency and create new, more nimble organization.
  - Led NJTPA through successful 2018 federal certification review, overseeing participation by Board members, subregions, stakeholders, and staff, as well as development of all products provided to federal partners.
  - Led NJTPA transition to remote work during the pandemic and return to office with shift to hybrid work.
  - Provided ongoing executive-level oversight of development of various federally required NJTPA products, including Long Range Transportation Plan, Public Engagement Plan, Title VI Implementation Plan, and more.
  - Led various NJTPA publicity/outreach campaigns on regional transportation plans, transportation funding, and other issues, resulting in multiple state and national awards for organization and Board members.
  - Spearheaded increased NJTPA outreach to Congressional delegation and national interest groups, expanding agency's circle of influence.
  - Brought NJTPA into the age of social media, launching Facebook page and Twitter feed.
- 

## PROFESSIONAL EXPERIENCE

NORTH JERSEY TRANSPORTATION PLANNING AUTHORITY (NJTPA), Newark, NJ

### **Deputy Executive Director** (2018 - present)

- Work in close collaboration with Executive Director, Executive Management Team, and Executive Committee of the Board of Trustees to provide overall direction for agency.
- Drive cross-divisional collaboration and communication to coordinate all agency activities while improving work efficiency and quality.
- Provide direct executive-level oversight for Committee/Board Support, Communications, Government Affairs, Outreach, and Local Project Development.
- Serve as primary agency liaison to Congressional delegation and national membership organizations.
- Ensure agency work efforts align with the policies and priorities of NJTPA Board, federal funding partners.
- Serve as NJTPA's media spokesman.
- Represent Executive Director as needed.

### **Department Director, Communications & Government Affairs** (2012 - 2018)

- Oversaw all aspects of external and internal agency communications, including media relations, government affairs, public outreach.
- Served as NJTPA's media spokesman.
- Oversaw all aspects of Committee Support function, ensuring efficient and well-run Board, Standing Committee, and Regional Transportation Advisory Committee meetings.
- Led increased outreach to and communication with regional Congressional delegation, other elected officials.
- Led outreach campaign on federal transportation funding, resulting in national award for NJTPA Chairman.
- Served as liaison with national membership organizations, key stakeholder groups, advocacy organizations.
- Oversaw development, editing, and production of federally required regional transportation plans.
- Initiated agency's social media presence.

## PROFESSIONAL EXPERIENCE (cont'd)

NORTH JERSEY TRANSPORTATION PLANNING AUTHORITY (NJTPA), Newark, NJ

### Manager, Public Affairs (2000-2012)

- Served as agency lead for communications/media relations, including serving as spokesman.
- Managed NJTPA Board/Committee support functions, including writing/editing speeches, reports for Board members.
- Wrote/edited components of various key NJTPA documents, including regional transportation plans.
- Served as project manager for various consultant-led public outreach and engagement efforts.
- Managed all NJTPA public comment periods, ensuring compliance with regulations.
- Represented NJTPA at various conferences, public events, etc.

### Principal Planner, Policy Research (2000)

- Wrote/edited various NJTPA newsletter articles, website content, etc.
- Researched various policy and legislative developments, summarized for use by senior staff.
- Assisted in public outreach efforts.

### CAREER NOTE

Additional positions at The Courier-News (Bridgewater, NJ), The Hour (Norwalk, CT), Times-Ledger Newspapers (Bayside, NY), Raff & Becker LLP (New York, NY), W.H. Freeman (New York, NY), University of Alaska (Anchorage, AK), Sea-Nik Foods (Ninilchik, AK). Details available upon request.

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## EDUCATION

COLUMBIA UNIVERSITY, MS, Journalism

CORNELL UNIVERSITY, BA, Government

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## PLANNING CERTIFICATION

American Institute of Certified Planners (AICP)

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## AWARDS

Oversaw staff and consultant work that led to following awards:

- 2021 American Planning Association New Jersey Planning Excellence Award for Outstanding Community Engagement (NJTPA On Air: Plan 2050 Outreach to Kids and Teens)
- 2018 National American Planning Association Silver Planning Achievement Award for Public Outreach (Innovations in Public Engagement with Rutgers University Voorhees Transportation Center)
- 2017 Transportation Research Board John and Jane Q. Public Award Runner Up for Innovative Public Outreach Award (Plan 2045 Public Outreach)

New Jersey Press Association Awards (as reporter/editor at The Courier-News)

- Editorial Comment
  - First Amendment Award
  - Freshest Treatment of a Tired Topic
- 

## AFFILIATIONS

American Planning Association, New Jersey Chapter, Member

Lead NJ (formerly Leadership New Jersey), Fellow, Class of 2012

Attachment G.3.

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

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

**WHEREAS**, the NJTPA formally adopted the FY 2022 – 2025 Transportation Improvement Program (TIP) on September 13, 2021; and

**WHEREAS**, the NJTPA on September 24, 2012 approved a Memorandum of Understanding (MOU) among the NJTPA, the New Jersey Department of Transportation (NJDOT), and NJ TRANSIT on procedures to amend and modify the State Transportation Improvement Program and the NJTPA TIP; and

**WHEREAS**, the TIP may be revised any time; and

**WHEREAS**, according to the MOU, when federal funds are added to a project above the specified threshold, and a new air quality conformity determination is not required, this constitutes a minor amendment; and

**WHEREAS**, NJ TRANSIT is requesting the addition of federal funding to the Portal North Bridge (DB# T538) project to be programmed with Federal Transit Administration Capital Investment Grants (CIG) program (U.S.C. Section 5309) funds; and

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

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

**WHEREAS**, the FY 2022 – 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

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

**NOW, THEREFORE, BE IT RESOLVED**, that the North Jersey Transportation Planning Authority hereby approves the specified amendment to the FY 2022 – 2025 Transportation Improvement Program.

**BE IT FURTHER RESOLVED** that a copy of this resolution is forwarded to NJ TRANSIT for submission to the Federal Transit Administration.

## Summary of Action

### **Minor Amendment to the FY 2022 - 2025 Transportation Improvement Program to Add Federal Funding for the Portal North Bridge As Requested by NJ TRANSIT**

**Action:** In order to advance the following project, NJ TRANSIT has requested amending the FY 2022 – 2025 Transportation Improvement Program (TIP) to program additional federal funds for the Portal North Bridge.

**Background:** According to the *TIP Memorandum of Understanding*, when federal funds are added to a project above the specified threshold, and a new air quality conformity determination is not required, this constitutes a minor amendment, and action is required by the NJTPA Project Prioritization Committee and the NJTPA Board of Trustees. The following revision is for the addition of Federal Transit Administration (FTA) Capital Investment Grants (CIG) program funds (49 U.S.C. Section 5309). The project is exempt from an air quality conformity determination and does not impact the current conformity determination.

#### **Minor Amendment:**

- **Portal North Bridge, Hudson County DB# T538**  
Funding for this project can be supplemented with additional available resources from the federal CIG program. This minor amendment adds \$418.5 million of SECT 5309 funds in FY 2023.

The attached documents provide further details on this project.

**Justification for Action:** Approval of this minor amendment to the FY 2022 – 2025 TIP will allow the funds to be secured and the project to advance.

**Staff Recommendation:** Central Staff recommends approval of this action.

# NJTPA

## Transportation Improvement Program Fiscal Years 2022 - 2025

**Routes:** TRANSIT /

**Mileposts:** N/A

**DBNUM:** T538

**Name:** Portal North Bridge

Funding is for the design, engineering, construction and other necessary initiatives or items to complete the proposed replacement of the existing Portal North Bridge with a new high-level, two track, fixed structure bridge on a new rail alignment. The new bridge will be approximately 1,200 feet long and will have a clearance that accommodates current and forecasted maritime traffic, thereby eliminating the need for a movable span that interrupts rail operations and results in delays due to mechanical failures. This will improve reliability, allowing NJ TRANSIT to operate longer and higher capacity trains. Additionally, trains will be able to cross the bridge at 90 miles per hour, up from 60 miles per hour today.

\$373M in Amtrak funds will be applied to the Portal North Bridge (PNB) project once the funds are administered to NJ TRANSIT.

\$57M in CMAQ funds are committed to purchase up to 25 commuter rail vehicles to support the PNB project. Refer to DB T112- Rail Rolling Stock Procurement where funds for supporting all rail rolling stock purchases are listed and explained. In addition, NJ TRANSIT is committing up to \$14M in local match for the CMAQ funds (through NJTTF) to support the PNB project.

NJ Transit was awarded \$766.5M under FTA's Section 5309 Capital Investment Grants Program.

\$600M in New Jersey Economic Development Authority (NJEDA) proceeds are committed to the PNB Project.

**Counties:** Various

**Municipalities:** Various

**RCIS Category:** Transit Preservation

**Sponsor:** NJ TRANSIT

**Est. Total Project Cost: (Million) \$2,362.570**

**PRIOR YEAR:**

*CURRENT*

Unobligated Prior Year Funding Project:	Fund	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021
Portal Bridge North	SECT 5309					\$248.000

*PENDING*

Unobligated Prior Year Funding Project:	Fund	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021
Portal Bridge North	SECT 5309					\$0.000

**TIP:**

*CURRENT*

**FY 2022 - 2025 TIP Cost: (Million) \$791.585**

Unconstrained Information Year

MPO	PHASE	SOURCE	2022	2023	2024	2025	2026-2031
NJTPA	ERC	SECT 5309	\$125.000	\$100.000	\$100.000	\$100.000	\$93.500
NJTPA	ERC	SECT 5309-ARP	\$77.821				
NJTPA	ERC	STATE	\$61.246	\$45.247	\$45.243	\$137.029	\$330.919
			\$264.067	\$145.247	\$145.243	\$237.029	\$424.419

*PENDING*

**FY 2022 - 2025 TIP Cost: (Million) \$885.085**

Unconstrained Information Year

MPO	PHASE	SOURCE	2022	2023	2024	2025	2026-2031
NJTPA	ERC	SECT 5309		\$518.500			
NJTPA	ERC	SECT 5309-ARP	\$77.821				
NJTPA	ERC	STATE	\$61.246	\$45.247	\$45.243	\$137.029	\$330.919

*PENDING ACTION*

## **NJTPA**

### **Transportation Improvement Program Fiscal Years 2022 - 2025**

\$139.067	\$563.747	\$45.243	\$137.029	\$330.919
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# State of New Jersey

DEPARTMENT OF TRANSPORTATION  
1035 Parkway Avenue  
PO Box 600  
Trenton, New Jersey 08625-0600

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MPO: **(null)**

PROJECT: **Portal North Bridge**

DBNUM: T538

TRACK #: NJT-T538-2-M-2022

TYPE OF PROJECT CHANGE:

ACTION TAKEN: In the NJTPA area for Section 5309, prior year funds in the amount of \$248.000M were obligated on September 1, 2021 bringing the amount down to \$0.000M.

NJ Transit is requesting a minor amendment in the NJTPA area to increase the fund source Section 5309 in the amount of \$418.500M, bringing the total amount to \$518.500M in FY2023. This includes funds in the amount of \$125.00M from FY2022 to be moved to FY2023. This also includes \$393.500M of Federal Transit Administration (FTA) Capital Investment Grants (CIG) program funds (49 U.S.C. Section 5309).

FY2024, FY2025, and FY2026 Section 5309 should be zeroed out.

REASON FOR CHANGE:

These funds were increased by the Federal Transit Administration to include \$393.500M in FY2023 which is based on the FTA's FY23 Annual Report on Funding Recommendations

MPO ACTION REQUIRED: Action requires MPO board approval

FISCAL CONSTRAINT:

Comments: Fiscal Constraint Maintained.

CONFORMITY:

PUBLIC INVOLVEMENT:

Attachment G.4.

**DRAFT RESOLUTION: MINOR AMENDMENTS TO THE FY 2022 – 2025  
TRANSPORTATION IMPROVEMENT PROGRAM TO  
ADD FEDERAL FUNDS TO TWO LOCAL PROJECTS AS  
REQUESTED BY HUDSON COUNTY AND MORRIS  
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**, Hudson County has requested the addition of the Meadowlands Parkway Bridge project (DB# N1802) to the FY2022 – 2025 TIP; and

**WHEREAS**, Morris County has requested the addition of the East Main Street (CR 644), Bridge over Rockaway River project (DB# N2001) 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

**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.

## Summary of Action

### **Minor Amendments to the FY 2022 – 2025 Transportation Improvement Program to Add Federal Funds to Two Local Projects as Requested by Hudson County and Morris County**

**Action:** In order to advance the following projects, the North Jersey Transportation Planning Authority (NJTPA), on behalf of Hudson and Morris counties, has requested amending the FY 2022 – 2025 Transportation Improvement Program (TIP) to program federal funds.

**Background:** According to the *TIP Memorandum of Understanding*, 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 action is required by the NJTPA Project Prioritization Committee and the Board of Trustees.

These projects are exempt from an air quality conformity determination and do not impact the current conformity determination. Federal STBGP-NY/NWK funds are available for these projects in the NJTPA, Future Projects program (DB# N063). The attached documents provide further details on the projects.

#### **Funding Needs:**

- **Meadowlands Parkway Bridge, Hudson County DB# N1802**  
This request is to program the project in the FY 2022 – 2025 TIP with funds available from NJTPA, Future Projects (DB# N063). The request is to add \$1.9 million for the Preliminary Engineering (PE) phase of work in FY 2023, \$2.8 million for the Design (DES) phase of work in FY 2025, \$2.2 million for the Right of Way (ROW) phase in FY 2026, and \$40.3 million for Construction (CON) in FY 2029.
- **East Main Street (CR 644), Bridge over Rockaway River, Morris County DB# N2001**  
This request is to program the project in the FY 2022 – 2025 TIP with funds available from NJTPA, Future Projects (DB# N063). The request is to add \$1 million for the PE phase of work in FY 2023, \$1 million for the DES phase of work in FY 2025, \$0.25 million for the ROW phase in FY 2026, and \$8 million for CON in FY 2028.

#### **Funding Resources:**

- **NJTPA, Future Projects DB# N063**  
This program line item has funds available to support the needs listed above. (*See attached Fiscal Constraint Chart for further details*)

**Justification for Action:** Approval of these revisions to the FY 2022 – 2025 TIP will allow the funds to be secured and the referenced projects to advance.

**Staff Recommendation:** Central Staff recommends approval of these actions.

PENDING ACTION

# NJTPA

## Transportation Improvement Program Fiscal Years 2022 - 2025

**Routes:**

**Mileposts:** 1.4-1.6

**DBNUM:** N1802

**Name:** Meadowlands Parkway Bridge

The proposed project is to replace the deficient structure along the existing alignment. The existing bridge was built in 1973 and it connects State Route 3, the Frank Lautenberg Intermodal Facility and the NJ Turnpike Exit 15X. The bridge is a 4-span simply supported multi stringer bridge and crosses over the NJ Transit's Norfolk Southern line.

**Counties:** Hudson

**Municipalities:** Secaucus Town

**RCIS Category:** Bridges

**Sponsor:** Hudson County

**Est. Total Project Cost: (Million) \$47.200**

**TIP:**

*PENDING*

**FY 2022 - 2025 TIP Cost: (Million) \$4.700**

Unconstrained  
Information Year

MPO	PHASE	SOURCE	2022	2023	2024	2025	2026-2031
NJTPA	PE	STBGP-NY/NWK		\$1.900			
NJTPA	DES	STBGP-NY/NWK				\$2.800	
NJTPA	ROW	STBGP-NY/NWK					\$2.200
NJTPA	CON	STBGP-NY/NWK					\$40.300
				\$1.900		\$2.800	\$42.500

**DATE SUBMITTED:** 9/12/2022



# State of New Jersey

DEPARTMENT OF TRANSPORTATION  
1035 Parkway Avenue  
PO Box 600  
Trenton, New Jersey 08625-0600

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MPO: **NJTPA**

PROJECT: **Meadowlands Parkway Bridge**

DBNUM: N1802

TRACK #: N-N1802-1-M-2022

TYPE OF PROJECT CHANGE: Project Phase Addition

ACTION TAKEN: Adding \$1.9 million of STBGP-NY/NWK funds in FY23 for PE adding \$2.8 million of STBGP-NY/NWK funds in FY25 for DES adding \$2.2 million of STBGP-NY/NWK funds in FY26 for ROW adding \$40.3 million of STBGP-NY/NWK funds in FY29 for CON

REASON FOR CHANGE:

Project is ready to advance. This request is to program the project in the FY 2022 – 2025 TIP with funds available from NJTPA, Future Projects (DB# N063). The request is to add the Preliminary Engineering (PE) phase of work in FY 2023, the Design (DES) phase of work in FY 2025, the Right of Way (ROW) phase in FY 2026 and Construction (CON) in FY 2029.

MPO ACTION REQUIRED: Action requires MPO board approval

FISCAL CONSTRAINT:

Comments: See attached fiscal constraint chart

CONFORMITY:

PUBLIC INVOLVEMENT:

PENDING ACTION

# NJTPA

## Transportation Improvement Program Fiscal Years 2022 - 2025

**Routes:** CR 644

**Mileposts:** 0.800

**DBNUM:** N2001

**Name:** East Main Street (CR 644), Bridge over Rockaway River

The proposed project is to replace the deficient structure along the existing alignment. The existing bridge is a three span stone masonry and concrete arch with fill and a concrete sidewalk on rolled steel stringers. The bridge was originally built circa 1840. A steel stringer sidewalk on east side dates to 1890 and is supported on stone abutments and steel caissons. The west side was widened with concrete in 1905, rehabilitation in 1964 and 1993. The structure is classified as structurally deficient due to the condition of the superstructure and substructure. The superstructure is rated poor.

**Counties:** Morris

**Municipalities:** Rockaway Boro

**RCIS Category:** Bridges

**Sponsor:** Morris County

**Est. Total Project Cost: (Million) \$10.250**

**TIP:**

**PENDING**

**FY 2022 - 2025 TIP Cost: (Million) \$2.000**

**Unconstrained  
Information Year**

MPO	PHASE	SOURCE	2022	2023	2024	2025	2026-2031
NJTPA	PE	STBGP-NY/NWK		\$1.000			
NJTPA	DES	STBGP-NY/NWK				\$1.000	
NJTPA	ROW	STBGP-NY/NWK					\$.250
NJTPA	CON	STBGP-NY/NWK					\$8.000
				\$1.000		\$1.000	\$8.250

**DATE SUBMITTED:** 9/12/2022



# State of New Jersey

DEPARTMENT OF TRANSPORTATION  
1035 Parkway Avenue  
PO Box 600  
Trenton, New Jersey 08625-0600

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MPO: **NJTPA**

PROJECT: **East Main Street (CR 644), Bridge over Rockaway River**

DBNUM: N2001

TRACK #: N-N2001-1-M-2022

TYPE OF PROJECT CHANGE: Project Phase Addition

ACTION TAKEN: Adding \$1 million of STBGP-NY/NWK funds in FY23 for PE adding \$1 million of STBGP-NY/NWK funds in FY25 for DES adding \$0.25 million of STBGP-NY/NWK funds in FY26 for ROW adding \$8 million of STBGP-NY/NWK funds in FY28 for CON

REASON FOR CHANGE:

Project is ready to advance. This request is to program the project in the FY 2022 – 2025 TIP with funds available from NJTPA, Future Projects (DB# N063). The request is to add the PE phase of work in FY 2023, the DES phase of work in FY 2025, the ROW phase in FY 2026 and CON in FY 2028.

MPO ACTION REQUIRED: Action requires MPO board approval

FISCAL CONSTRAINT:

Comments: See attached fiscal constraint chart

CONFORMITY:

PUBLIC INVOLVEMENT:

PENDING ACTION

# NJTPA

## Transportation Improvement Program Fiscal Years 2022 - 2025

Routes: /

Mileposts: N/A

DBNUM: N063

Name: NJTPA, Future Projects

This program provides funding for unanticipated project needs associated with the design, right-of-way or construction of NJTPA selected local projects.

Counties: Various

Municipalities: Various

RCIS Category: Other

Sponsor: NJTPA

Est. Total Project Cost: (Million) \$1,270.797

TIP:

### CURRENT

FY 2022 - 2025 TIP Cost: (Million) \$627.549

Unconstrained  
Information Year

MPO	PHASE	SOURCE	2022	2023	2024	2025	2026-2031
NJTPA	ERC	CRRSAA-ALLEN	\$ .230				
NJTPA	ERC	CRRSAA-NY/NWK	\$43.645				
NJTPA	ERC	CRRSAA-PGH/NWB	\$ .080				
NJTPA	ERC	HWIZ005-ALLEN	\$ .098				
NJTPA	ERC	HWIZ005-PGH/NWB	\$ .034				
NJTPA	ERC	HWIZ905-ALLEN	\$1.000				
NJTPA	ERC	HWIZ905-PGH/NWB	\$ .048				
NJTPA	ERC	HWIZ910-ALLEN		\$ .040			
NJTPA	ERC	HWIZ910-NY/NWK		\$ .672			
NJTPA	ERC	HWIZ910-PGH/NWB		\$ .014			
NJTPA	ERC	HWIZ919-ALLEN			\$ .033		
NJTPA	ERC	HWIZ919-NY/NWK			\$6.227		
NJTPA	ERC	HWIZ919-PGH/NWB			\$ .011		
NJTPA	ERC	STATE-NJTPA	\$146.822	\$104.822	\$69.122	\$69.122	\$414.732
NJTPA	ERC	STBGP-ALLEN	\$ .548	\$ .555	\$ .563	\$ .570	\$3.586
NJTPA	ERC	STBGP-NY/NWK	\$73.400	\$72.110	\$19.910	\$17.100	\$281.138
NJTPA	ERC	STBGP-PGH/NWB	\$ .190	\$ .192	\$ .195	\$ .197	\$1.241
			\$266.094	\$178.405	\$96.060	\$86.990	\$700.698

### PENDING

FY 2022 - 2025 TIP Cost: (Million) \$620.849

Unconstrained  
Information Year

MPO	PHASE	SOURCE	2022	2023	2024	2025	2026-2031
NJTPA	ERC	CRRSAA-ALLEN	\$ .230				
NJTPA	ERC	CRRSAA-NY/NWK	\$43.645				

DATE SUBMITTED: 9/12/2022

PENDING ACTION

## NJTPA

### Transportation Improvement Program Fiscal Years 2022 - 2025

NJTPA	ERC	CRRSAA-PGH/NWB	\$ .080				
NJTPA	ERC	HWIZ005-ALLEN	\$ .098				
NJTPA	ERC	HWIZ005-PGH/NWB	\$ .034				
NJTPA	ERC	HWIZ905-ALLEN	\$1.000				
NJTPA	ERC	HWIZ905-PGH/NWB	\$ .048				
NJTPA	ERC	HWIZ910-ALLEN		\$ .040			
NJTPA	ERC	HWIZ910-NY/NWK		\$ .672			
NJTPA	ERC	HWIZ910-PGH/NWB		\$ .014			
NJTPA	ERC	HWIZ919-ALLEN			\$ .033		
NJTPA	ERC	HWIZ919-NY/NWK			\$6.227		
NJTPA	ERC	HWIZ919-PGH/NWB			\$ .011		
NJTPA	ERC	STATE-NJTPA	\$146.822	\$104.822	\$69.122	\$69.122	\$414.732
NJTPA	ERC	STBGP-ALLEN	\$ .548	\$ .555	\$ .563	\$ .570	\$3.586
NJTPA	ERC	STBGP-NY/NWK	\$73.400	\$69.210	\$19.910	\$13.300	\$230.389
NJTPA	ERC	STBGP-PGH/NWB	\$ .190	\$ .192	\$ .195	\$ .197	\$1.241
			\$266.094	\$175.505	\$96.060	\$83.190	\$649.949

DATE SUBMITTED: 9/12/2022



# State of New Jersey

DEPARTMENT OF TRANSPORTATION  
1035 Parkway Avenue  
PO Box 600  
Trenton, New Jersey 08625-0600

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MPO: **NJTPA**

PROJECT: **NJTPA, Future Projects**

DBNUM: N063

TRACK #: N-N063-5-M-2022

TYPE OF PROJECT CHANGE: Project Cost decrease

ACTION TAKEN: Subtracting \$2.9 million of STBGP-NY/NWK funds in FY23 for a new total of \$69.21 subtracting \$3.8 million of STBGP-NY/NWK funds in FY25 for a new total of \$13.3 subtracting \$2.450 million of STBGP-NY/NWK funds in FY26 for a new total of \$3.7 subtracting \$8 million of STBGP-NY/NWK funds in FY28 for a new total of \$21.32 subtracting \$40.3 million of STBGP-NY/NWK in FY29 for a new total of \$3.24

REASON FOR CHANGE:

Funds needed to program 2 projects: Meadowlands Parkway Bridge, Hudson County (DB# N1802) and East Main Street (CR 644), Bridge over Rockaway River, Morris County (DB# N2001)

MPO ACTION REQUIRED: Action requires MPO board approval

FISCAL CONSTRAINT:

Comments: See attached fiscal constraint chart

CONFORMITY:

PUBLIC INVOLVEMENT:



**COUNTY OF MORRIS**  
**DEPARTMENT OF PUBLIC WORKS**  
**DIVISION OF ENGINEERING & TRANSPORTATION**

*Board of County Commissioners*  
*Commissioner Director*  
Tayfun Selen

*Commissioner Deputy Director*  
John Krickus

Douglas R. Cabana  
Kathryn A. DeFillippo  
Thomas J. Mastrangelo  
Stephen H. Shaw  
Deborah Smith

P.O. Box 900  
Morristown, New Jersey 07963-0900



*County Administrator*  
John Bonanni

*Director of Public Works &  
County Engineer*  
Christopher J. Vitz, P.E.  
973-285-6750  
Fax: 973-539-3141  
[cvitz@co.morris.nj.us](mailto:cvitz@co.morris.nj.us)

*Assistant County Engineer*  
Roslyn C. Khurdan, P.E.

September 6, 2022

Mr. David W. Behrend  
Acting Executive Director  
North Jersey Transportation Planning Authority  
One Newark Center, 17th Floor  
Newark, NJ 07102

**RE: MORRIS COUNTY EAST MAIN STREET (CR644) BRIDGE NO. 1400-976 OVER ROCKAWAY RIVER IN  
THE BOROUGH OF ROCKAWAY - 11<sup>TH</sup> CONGRESSIONAL DISTRICT**

Dear Mr. Behrend,

Morris County is hereby requesting that the above referenced project be entered into the TIP Program. The Local Concept Development Study was completed in 2022. An RFP for this project will be advertised shortly for Local Preliminary Engineering. The County anticipates the following future cost projections:

<b>FY</b>	<b>Phase</b>	<b>Estimated Cost</b>
2023	PE	\$1,000,000.00
2025	FD	\$950,000.00
2026	ROW	\$250,000.00
2027	CON	\$8,000,000.00
<b>Total Estimated Cost</b>		<b>\$10,200,000.00</b>

East Main Street Bridge is a 3-span stone masonry and concrete arch, built in 1840 and is Structurally Deficient. There is deteriorated mortar with voids, cracks and scaling throughout. The County proposes to replace the structure, maintaining the existing alignment while addressing the structural, geometric, and operational deficiencies and providing safe, efficient, and reliable passage for all users and modes of transportation on the bridge. The Preliminary Preferred Alternative (PPA) **Option 4a** is the complete replacement of the existing bridge with a single span structure and 6.5' sidewalks on both sides of the roadway.

Please feel free to contact Danielle Malavarca, the County's Project Manager with any questions at 973-829-8622.

Very truly yours,

Christopher J. Vitz, P.E.

Director of Public Works/County Engineer



**COUNTY OF HUDSON**  
**DEPARTMENT OF ROADS AND PUBLIC PROPERTY**  
**OFFICE OF THE COUNTY ENGINEER**

BERGEN SQUARE CENTER  
830 BERGEN AVENUE, FLOOR. #6B  
JERSEY CITY, NEW JERSEY 07306  
TELEPHONE: (201) 369-4340  
FAX: (201) 369-4346

**THOMAS A. DeGISE**  
COUNTY EXECUTIVE

**DENISE C. D'ALESSANDRO**  
DIRECTOR

**THOMAS MALAVASI, PE, PP, CME, CPWM**  
COUNTY ENGINEER

**JOSEPH F. GLEBOCKI, PE**  
ASSISTANT COUNTY ENGINEER

**ROBERT A YANNAZZO**  
CHIEF ARCHITECT

August 24, 2022

**Mr. David Behrend**

Acting Executive Director  
North Jersey Transportation Planning Authority  
One Newark Center, 17<sup>th</sup> Floor  
Newark, NJ 07102

**Re: Request to add NJTPA's FY 2019 Local Concept Development Study for *Hudson County Meadowlands Parkway Bridge over Norfolk Southern Rail Lines Project* in the Transportation Improvement Plan (TIP) – Project Advanced into Preliminary Engineering Phase**

Dear Mr. Behrend,

On behalf of Hudson County, thank you for your support of the recently completed Local Concept Development Study for the *Meadowlands Parkway Bridge over Norfolk Southern Rail Lines Project* which was recommended by the Interagency Review Committee (IRC) to advance to the Local Preliminary Engineering Phase. Hudson County is hereby requesting that the above referenced project be entered into the Transportation Improvement Program (TIP).

Under the direction of Hudson County and NJTPA, Greenman-Pedersen, Inc. (GPI) prepared a Local Concept Development Study that details the project's scope of work. The following information summarizes pertinent information from the report.

The Meadowlands Parkway Bridge (Structure No. 0908-412) was built in 1973, and is currently represented by Congressman Bill Pascrell Jr., in District 9, as shown in the 2022-2023 Congressional District Map. The bridge connects the Meadowlands Parkway over Norfolk Southern Rail Lines, Secaucus Road, and a tidal tributary to the Hackensack River. Meadowlands Parkway is a major arterial roadway on the western side of Secaucus, just east of the Hackensack River. Along with County Avenue to the east, Meadowlands Parkway provides major north/south connections between residential areas to the north and commercial and retail regions to the south, in the Town of Secaucus.

The Meadowlands Parkway Bridge is 316 feet long and 55 feet wide, however, roadway improvements including bicycle lanes and a pedestrian sidewalk, will extend beyond the bridge, between American Way and Seaview Drive.

The purpose of the Meadowlands Parkway Bridge Project is to restore the structural and operational integrity of the bridge bringing it into compliance with current design standards and to provide a safe, efficient, and reliable crossing for all modes of transportation.

In 2005, the Town of Secaucus in conjunction with NJDOT performed structural repairs to the superstructure, substructure, and emergency repairs in excess of \$3 million. The emergency repairs consisted of adding additional supports to the stringers adjacent to the bearing due to significant deterioration at the ends of the stringers. Additional priority repairs were completed in 2018 which included installation of additional supports to address increased areas of deteriorated beam ends. Due to the extent of the deterioration and the emergency / priority repairs that were performed, the structure will require extensive on-going maintenance to keep the structure in a state of good repair. The bridge is nearing the end of its service life.

In April 2022, after a process of engaging local officials and stakeholders, the County's Board of Commissioners voted to support the project's Preliminary Preferred Alternative (PPA), referred to as Alternative 6: Bridge Replacement with Proposed Shifted Alignment, (widening for bike lanes and southbound sidewalk.), with a total Project Construction Cost Estimate of \$40, 262, 585. The Design Schedule for each phase of work is located below:

***Design Schedule (Table 11 – Page 31, Local Concept Development Study, by GPI)***

- Local Concept Development *Completed June 2022* \$623,300
- Local Preliminary Engineering September 2022 (FY 2023) \$1,840,000
- Final Design September 2024 (FY 2025) \$2,750,000
- Right of Way April 2026 (FY 2027) \$2,101,000
- Construction March 2027 (FY 2028) \$40,270,000

The County appreciates the partnership and the continuous support from the NJTPA staff, and we are looking forward to continuing that partnership in the upcoming phases.

Should you have any questions, please do not hesitate to contact this office at 201-369-4340.

Sincerely,



Thomas Malavasi  
County Engineer

Cc: Sascha Frimpong, NJTPA  
Ann Ludwig, NJTPA  
Eve Chamberlain, NJTPA  
Sarbjit Kahlon, NJTPA  
Joseph Glembocki, Hudson County  
Art B. Manabat, Hudson County  
Sean Keating, Hudson County  
Jose Sieira, Hudson County  
Anthony Pisani, Hudson County  
Byron Nicholas, Hudson County



**DRAFT RESOLUTION: MINOR AMENDMENT TO THE FY 2022 – 2025  
TRANSPORTATION IMPROVEMENT PROGRAM TO  
ADD THE FERRY SLIP RECONSTRUCTION AT THE  
CRRNJ TERMINAL STATE HISTORIC SITE – PHASE 1  
AS REQUESTED BY THE NEW JERSEY DEPARTMENT  
OF TRANSPORTATION OFFICE OF MARITIME  
RESOURCES**

**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 is added to the TIP or when federal funds are added to a project where none are currently programmed and a new air quality conformity determination is not required, this constitutes a minor amendment; and

**WHEREAS**, the NJDOT Office of Maritime Resources is requesting the addition of a project: Ferry Slip Reconstruction at the CRRNJ Terminal State Historic Site – Phase 1 (DB# N2101), located in Liberty State Park, Jersey City in Hudson County, to be programmed with Federal Transit Administration (FTA) Passenger Ferry Grant Program Funds (Section 5307) and New Jersey Department of Environmental Protection (NJDEP) State Park Capital Funds; and

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

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

**WHEREAS**, the FY 2022 – 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

**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 Environment Protection and New Jersey Department of Transportation for submission to the Federal Transit Authority.

## Summary of Action

### **Minor Amendment to the FY 2022 – 2025 Transportation Improvement Program to Add the Ferry Slip Reconstruction at the CRRNJ Terminal State Historic Site - Phase 1 as Requested by the New Jersey Department of Transportation Office of Maritime Resources**

**Action:** In order to advance the following project, the New Jersey Department of Transportation (NJDOT) Office of Maritime Resources has requested amending the FY 2022 – 2025 Transportation Improvement Program (TIP) to program federal funds.

**Background:** According to the *TIP Memorandum of Understanding*, when a project is added to the TIP or when federal funds are added to a project where none are currently programmed, and a new air quality conformity determination is not required, this constitutes a minor amendment, and action is required by the NJTPA Project Prioritization Committee and the NJTPA Board of Trustees. The following revision is required due to the addition of federal funds on a project in Hudson County. This project was initially sponsored by New Jersey Department of Environmental Protection (NJDEP), which was awarded a federal grant through the Federal Transit Administration (FTA) FY 2019 Passenger Ferry Grant Program. An interagency agreement was recently executed for NJDOT's Office of Marine Resources to serve as project manager. On September 14, 2022, FTA transferred the grant to NJDOT. This project is exempt from an air quality conformity determination and does not impact the current conformity determination.

#### **Minor Amendment:**

- **Ferry Slip Reconstruction at the CRRNJ Terminal State Historic Site - Phase 1, Hudson County DB# N2101**

The NJDOT has requested adding this project located in Liberty State Park, Jersey City, into the TIP as it is ready to be authorized. The project received an FTA FY 2019 Passenger Ferry Grant Program (49 USC 5307) grant award for \$5.9 million. Additional funding will be provided by NJDEP with State Parks Capital Funds (Corporate Business Tax). *Those funds will be added to Federal Fiscal Year 2023 in the TIP.*

The attached documents provide further details on this project.

**Justification for Action:** Approval of this minor amendment to the FY 2022 – 2025 TIP will allow the funds to be secured and the project to advance.

**Staff Recommendation:** Central Staff recommends approval of this action.

PENDING ACTION

# NJTPA

## Transportation Improvement Program Fiscal Years 2022 - 2025

**Routes:** Mileposts: N/A DBNUM: N2101

**Name:** Ferry Slip Reconstruction at the CRRNJ Terminal State Historic Site - Phase 1

The Phase 1 – Ferry Slip Reconstruction includes engineering/design, mobilization; demolition of Pier 5 / fender rack, adjacent access platforms; construction of new pier 5 / fender rack, access platforms, railing, lighting and electric. Once the slip is completed, the daily public ferry service connecting Liberty State Park, Ellis Island and the Statue of Liberty could be relocated to this slip . The ferry slip will also provide additional ferry landing options for tourism, special events, and emergency situations. NJDEP received conditional approval of the FTA FY19 Ferry Passenger Grant Program in the amount of \$5.9M to facilitate Phase 1 - Ferry Slip Reconstruction at the CRRNJ Terminal State Historic Site, Liberty State Park, Jersey City, Hudson County. NJDOT is approved as the lead state agency for this grant application. The NJDEP will provide a 20% match.

**Counties:** Hudson **Municipalities:** Jersey City

**RCIS Category:** Transit Enhancement

**Sponsor:** NJDOT **Est. Total Project Cost: (Million) \$7.432**

**TIP:**

**PENDING**

**FY 2022 - 2025 TIP Cost: (Million) \$7.432**

**Unconstrained  
Information Year**

MPO	PHASE	SOURCE	2022	2023	2024	2025	2026-2031
NJTPA	ERC	OTHER		\$1.532			
NJTPA	ERC	SECT 5307		\$5.900			
				\$7.432			

**DATE SUBMITTED:** 9/27/2022



# State of New Jersey

DEPARTMENT OF TRANSPORTATION  
1035 Parkway Avenue  
PO Box 600  
Trenton, New Jersey 08625-0600

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MPO: **NJTPA**

PROJECT: **Ferry Slip Reconstruction at the CRRNJ Terminal State Historic Site - Phase 1**

DBNUM: n2101

TRACK #: N-n2101-0-A-2022

TYPE OF PROJECT CHANGE: Project Phase Addition

ACTION TAKEN: Adding \$5.9 million in Sect 5307 funds in FFY 2023 and \$1.532 million in OTHER funds in FFY 2023.

REASON FOR CHANGE:

The NJDOT has requested adding this project located in Liberty State Park, Jersey City into the FY 2023 TIP as it is ready to be authorized. The project received an FTA FY 2019 Passenger Ferry Grant Program (49 USC 5307) grant award for \$5.9 million. Additional funding will be provided by NJDEP with State Parks Capital Funds (Corporate Business Tax).

MPO ACTION REQUIRED: Action requires MPO board approval

FISCAL CONSTRAINT:

Comments: FY 2019 Ferry Grant Program funds

CONFORMITY:

PUBLIC INVOLVEMENT:



## State of New Jersey

DEPARTMENT OF TRANSPORTATION  
P.O. Box 600  
Trenton, New Jersey 08625-0600

PHILIP D. MURPHY  
*Governor*

DIANE GUTIERREZ-SCACCETTI  
*Commissioner*

SHEILA Y. OLIVER  
*Lt. Governor*

September 19, 2022

David W. Behrend, Acting Executive Director  
North Jersey Transportation Planning Authority  
One Newark Center, 17<sup>th</sup> Floor  
Newark, New Jersey 07102

**RE: Request to Amend the FY2023 TIP, Ferry Slip Reconstruction Project – Phase 1, Liberty State Park, Jersey City, Hudson County**

Dear Mr. Behrend:

Please accept this letter as a formal request to add the Liberty State Park Phase 1 Ferry Slip Reconstruction Project (the Project) to the FY2023 Transportation Improvement Program (TIP). The Project is located at the CRRNJ Terminal State Historic Site in Liberty State Park, Jersey City, Hudson County. NJTPA included the project in the 2021 TIP when NJDEP received an FTA FY19 Passenger Ferry Grant. On September 14, 2022, the FTA transferred the grant to NJDOT. NJDOT is now the local project sponsor and project manager.

**Project Overview**

The Project includes engineering/design, mobilization, demolition, and construction of Pier 5 fender racks, access platforms, railings, lighting and electric. Through an interagency agreement between NJDOT and NJDEP, NJDOT – Office of Maritime Resources will provide project management. Once the slip is completed, daily public ferry service connecting Liberty State Park, Ellis Island and the Statue of Liberty can be relocated to this slip. The ferry slip will also provide additional ferry landing options for tourism, special events, and emergency management.

**Funding Sources**

Total project cost is \$7.432M. The FTA awarded \$5.9M in FY19 Passenger Ferry Grant funds (Section 5307). NJDEP will provide a 20% match (\$1.532M) from State Park Capital Funds (Corporate Business Tax - Other). Funds will be expended by September 2024.

Davis Behrend  
September 19<sup>th</sup>, 2022  
Page Two

Thank you for your assistance with this request to amend the FY2023 TIP and add the Project. If you require any additional information or have questions, please contact Bill Henderson from my office at [William.Henderson@dot.nj.gov](mailto:William.Henderson@dot.nj.gov) or 609.963.2107.

Sincerely,

A handwritten signature in cursive script that reads "Genevieve Clifton".

Genevieve Clifton, Manager  
Office of Maritime Resources

Attachment G.6.

**DRAFT RESOLUTION: MINOR AMENDMENT TO THE FY 2022 – 2025  
TRANSPORTATION IMPROVEMENT PROGRAM TO  
ADD FEDERAL FUNDS TO THE ROUTE 29, BRIDGE  
OVER COPPER CREEK IN HUNTERDON COUNTY AS  
REQUESTED BY THE NEW JERSEY DEPARTMENT OF  
TRANSPORTATION**

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

**WHEREAS**, the NJTPA formally adopted the FY 2022 – 2025 Transportation Improvement Program (TIP) on September 13, 2021; and

**WHEREAS**, the NJTPA on September 24, 2012 approved a Memorandum of Understanding (MOU) among the NJTPA, the New Jersey Department of Transportation (NJDOT), and NJ TRANSIT on procedures to amend and modify the State Transportation Improvement Program and the NJTPA TIP; and

**WHEREAS**, the TIP may be revised any time; and

**WHEREAS**, according to the MOU, when a phase of work is added to a project in the TIP and the construction phase is delayed beyond the constrained years of 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 29, Bridge over Copper Creek project (DB# 16351) in Hunterdon County for Preliminary Engineering and an adjustment to the project schedule for Design and Construction; and

**WHEREAS**, Bridge Formula Program (BFP) funds are available for this purpose; 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 does 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

**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.

## Summary of Action

### **Minor Amendment to the FY 2022 – 2025 Transportation Improvement Program to Add Federal Funds to the Route 29, Bridge over Copper Creek in Hunterdon County as Requested by the New Jersey Department of Transportation**

**Action:** In order to advance the following project, the New Jersey Department of Transportation (NJDOT) has requested revising the FY 2022 – 2025 Transportation Improvement Program (TIP) to update the programmed funding as detailed below.

**Background:**

According to the *TIP Memorandum of Understanding*, when there is an addition of a phase of work to a project in the TIP and the scheduled is adjusted in such a way that the Construction phase of work is delayed beyond the constrained years of the TIP and a new air quality conformity determination is not required, this constitutes a minor amendment, and action is required by the NJTPA Project Prioritization Committee and the Board of Trustees.

This revision is necessary according to NJDOT to update information about the project. The revisions have been reviewed by NJTPA Capital Programming staff and Hunterdon County. Fiscal constraint is maintained. Project information and financial revisions are detailed in the attached documents.

**Funding Revisions –**

- **Route 29, Bridge over Copper Creek, Hunterdon County DB# 16351**  
This project will be able to authorize \$0.4 million for the Preliminary Engineering phase of work in FY 2023. The addition of this phase of work will shift both Design (\$0.8 million) and Construction (\$2.6 million) into later years (FY 2025 and FY 2026 respectively). Bridge Formula Program (BFP) funds are available for this revision, which will add the \$0.4 million for Preliminary Engineering, which is currently not programmed in the TIP.

**Justification for Action:** Approval of these revisions to the FY 2022 – 2025 TIP will allow the funds to be secured and the referenced project to advance.

**Staff Recommendation:** Central Staff recommends approval of these actions.

PENDING ACTION

# NJTPA

## Transportation Improvement Program Fiscal Years 2022 - 2025

**Routes:** 29 /

**Mileposts:** 33.19

**DBNUM:** 16351

**Name:** Route 29, Bridge over Copper Creek

Initiated by the Bridge Management System, this project will replace the culvert, built circa 1910 and modified in 1936.

**Counties:** Hunterdon

**Municipalities:** Kingwood Twp

**RCIS Category:** Bridges

**Sponsor:** NJDOT

**Est. Total Project Cost: (Million) \$2.000**

**TIP:**

### CURRENT

**FY 2022 - 2025 TIP Cost: (Million) \$3.400**

Unconstrained  
Information Year

MPO	PHASE	SOURCE	2022	2023	2024	2025	2026-2031
NJTPA	DES	BFP		\$ .800			
NJTPA	CON	BFP			\$2.600		
				\$ .800	\$2.600		

### PENDING

**FY 2022 - 2025 TIP Cost: (Million) \$1.200**

Unconstrained  
Information Year

MPO	PHASE	SOURCE	2022	2023	2024	2025	2026-2031
NJTPA	PE	BFP		\$ .400			
NJTPA	DES	BFP		\$ .000		\$ .800	
NJTPA	DES	STBGP-FLEX	\$ .000				
NJTPA	CON	BFP			\$ .000		\$ .800
NJTPA	CON	STBGP-FLEX		\$ .400		\$ .800	\$ .800

DATE SUBMITTED: 8/10/2022



# State of New Jersey

DEPARTMENT OF TRANSPORTATION  
1035 Parkway Avenue  
PO Box 600  
Trenton, New Jersey 08625-0600

---

MPO: **NJTPA**

PROJECT: **Route 29, Bridge over Copper Creek**

DBNUM: 16351

TRACK #: N-16351-2-M-2022

TYPE OF PROJECT CHANGE: Project Phase Addition, Project Phase Slippage

ACTION TAKEN: Adds BFP funding for PE in FFY 23 in the amount of \$.400M

Delays BFP funding for DES in the amount of \$.800M from FFY 23 to FFY 25

Delays BFP funding for CON in the amount of \$2.600M from FFY 24 to FFY 26

REASON FOR CHANGE:

This project will authorize the PE phase in FY 23, which is not currently programmed. The addition of the PE phase shifts the DES and CON phases to later years.

MPO ACTION REQUIRED: Action requires MPO board approval

FISCAL CONSTRAINT:

Comments: See NJTPA FY 22-31 Chart 33

CONFORMITY:

PUBLIC INVOLVEMENT:

Federal Highway Administration Planning Priorities Letter for FY 2024 UPWP



U.S. Department  
of Transportation  
**Federal Highway  
Administration**

**New Jersey Division**  
840 Bear Tavern Road, Suite 202  
West Trenton, New Jersey 08628  
609 637-4200

In Reply Refer To:  
HPL-NJ

September 14, 2021

Mr. Andrew Swords, AICP, PP  
Director, Division of Statewide Planning  
New Jersey Department of Transportation  
P.O. Box 600  
Trenton, New Jersey 08625-0600

Re: FY 2023 UPWP Planning Emphasis Areas

Dear Mr. Swords:

Thank you for your letter of September 1, 2021, requesting the planning emphasis areas for the MPOs FY 2023 Unified Planning Work Programs (UPWP). Per our Mutual Service Standards for the FY 2023 Unified Planning Work Program (UPWP), Federal Highway Administration is requesting the State Department of Transportation and the Metropolitan Planning Organizations (MPO) focus on the following priorities:

- ***continue with MAP-21 and FAST Act Implementation, Regional Models of Cooperation, and Ladders of Opportunity.***
- continue with the cooperative data collection, development, and monitoring of required performance measures and targets.
- continue focusing on contributing towards the 2-year and 4-year targets set for the National Performance Measures.
- incorporate Automated/Connected/Electric/Shared-use Vehicles into the planning processes. Although the potential impacts of these technologies are still uncertain, MPOs need to determine how best to address the challenges and opportunities these technologies present.
- consider the resilience of the transportation system and mitigation of stormwater impacts on surface transportation.
- facilitate social and economic opportunities by providing equitable levels of access to affordable and reliable transportation options, particularly to traditionally underserved populations.
- coordinate with Federal Land Management Agencies to conduct continuing, comprehensive, and collaborative intermodal transportation planning that facilitates the efficient, and economic movement of people and goods.

We encourage the MPOs and the State Department of Transportation to develop and identify work tasks associated with these planning emphasis areas for inclusion in their upcoming UPWP work programs.

If you have any questions, please contact Brian Goodson at [brian.goodson@dot.gov](mailto:brian.goodson@dot.gov) or 609.637.4208.

Sincerely,

SUTAPA  
BANDYOPADHYAY

Digitally signed by SUTAPA  
BANDYOPADHYAY  
Date: 2021.09.15 10:07:03 -04'00'

Sutapa Bandyopadhyay  
Planning and Program Development Manager  
FHWA NJ Division

cc: Monica Etz, NJDOT; Sudhir Joshi, NJDOT; Mary Ameen, NJTPA; Jennifer Marandino, SJTPO; Barry Seymour, DVRPC; Uzoma Anukwe, FTA; Ray Tomczak, FTA; Brian Goodson, FHWA

NJDOT Planning Priorities Letter for FY 2024 UPWP



# State of New Jersey

DEPARTMENT OF TRANSPORTATION

P.O. Box 600

Trenton, New Jersey 08625-0600

PHILIP D. MURPHY

*Governor*

DIANE GUTIERREZ-SCACCETTI

*Commissioner*

SHEILA Y. OLIVER

*Lt. Governor*

October 17, 2022

Jennifer Marandino  
Executive Director  
SJTPO  
782 South Brewster Rd.  
Vineland, NJ 08361

David W. Behrend  
Acting Executive Director  
NJTPA  
One Newark Center  
Newark, NJ 07102

Barry Seymour  
Executive Director  
DVRPC  
190 N Independence Mall W.  
Philadelphia, PA 19106

Dear Ms. Marandino, Mr. Behrend, and Mr. Seymour:

This letter presents the New Jersey Department of Transportation (NJDOT) planning priorities for your FY 2024 Unified Planning Work Program (UPWP). The Federal Highway Administration and the Federal Transit Administration have indicated to my staff that their priorities are unchanged from last year.

## **NJDOT MPO Transportation Priorities**

### **Interagency Coordination**

- Continue to collaborate with NJDOT in meeting USDOT's legislated surface transportation requirements.
- Coordinate with NJDOT in the development and integration of performance measures and targets necessary to meet federal performance requirements for the NHS and support progress to achieve national performance goals. This includes performance-based planning and programming (PBPP) approaches in accordance with FHWA TPM requirements and the Department's TPM, asset management and long range planning policies, procedures, practices and objectives, and performance management written procedures.
- Support NJDOT and NJ TRANSIT in the development of the Long Range Statewide Transportation Plan (LRSTP) as part of stakeholder coordination and collaboration, and assist with public involvement activities to produce a multimodal transportation plan that meets state and federal requirements.

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## **Interagency Coordination (continued)**

- Work to achieve consistency with the principles of the New Jersey State Development and Redevelopment Plan.
- In partnership with the Complete Team, institutionalize an improved process for initiating mobility and freight improvements with an updated, coordinated and streamlined approach to developing and vetting problem statements.
- Implement actions to assist the NJDOT with data collection:
  - Continue to assist with data collection of Model Inventory of Roadway Elements (MIRE) on county and local roads. This would be done by attending meetings with Transportation Data and Support to review collected data and to provide guidance on future data to be collected to meet the 2026 federal deadline.
- Continue to support greater coordination with other MPOs, NJDOT, transit agencies, TMAs and subregions in mobility and land use planning.
- Work with willing county and municipal partners for integration of transportation and land use to promote community livability and maximize the efficiency of the transportation system.
- Work with NJDOT, NJ TRANSIT and other state agencies to support the Transit Village Initiative and other efforts to encourage transit-oriented development (TOD).
- Work with NJDOT and other partners on risk management strategies for improving the resilience of transportation infrastructure against the impacts of extreme weather.
- Work with NJDOT and Local Public agencies to establish/recommend projects that can utilize new funding opportunities in the recently enacted IJA to minimize climate risks.

## **Congestion Relief**

- Pursue the following congestion relief strategies:
  - Low-cost operational improvements at intersections, interchanges, and identified bottlenecks; and
  - Transportation Demand Management (TDM) to help maximize the efficiency of the existing transportation system from the demand side, encouraging greater use of alternatives to single occupant vehicles.

## **Freight Planning**

- Improve New Jersey's multimodal freight network and hubs for more efficient access and improved system performance.
- Continue to plan for and grow the state's Marine Highway Program facilitating interaction and partnership with stakeholders and industry partners.
- Encourage opportunities for modal shift from trucks to barge and rail where practical.
- Continue to champion truck parking improvements throughout the state through dialogue with MPO partners and industry stakeholders (trucking, real estate, manufacturing, etc.).
- Advance rail freight projects, connectivity solutions, and planning initiatives in New Jersey, including:
  - Providing an efficient, and effective rail freight system in the State of New Jersey through the provision of financial assistance to preserve, rehabilitate, and enhance rail freight facilities.
  - Systematic freight rail improvements in North Jersey such as 286k, plate F, shared service, port-rail connectivity issues and for site-specific line impediments.

## **Freight Planning (continued)**

- Planning for an enhanced regional network in South Jersey through improved connectivity between New Jersey and Pennsylvania.
- Raise awareness of the value of freight to New Jersey, including continued development and implementation of a Freight Social Media Program “Freight Moves NJ.”
- Implement 2022 State Freight Plan including programs and projects highlighted in the plan.
- Obtain freight focused data to analyze current freight movement on the road network and be able to make better recommendations based on forecasts.
- Participate in the development of a carbon reduction program strategy to reduce transportation emissions, in consultation with 3 designated metropolitan planning organizations (MPO’s) in NJ (NJTPA, DVRPC and SJTPO).

## **Emerging Technologies**

- Work to incorporate automated/connected/electric/shared use vehicles into the planning process, recognizing the challenges, opportunities and uncertainty associated with them.

## **Safety Planning**

- Promote development of the Systemic and Systematic Safety Program.
- Maximize opportunities to include Proven Safety Countermeasures in all projects.
- Continue to prioritize implementation of the New Jersey 2020 Strategic Highway Safety Plan.
- Develop local strategic highway safety plans in consultation with NJDOT and FHWA.
- Develop projects following the Road Safety Audits along county and local roads.
- Continue to develop and solicit Local Safety Program applications.

## **Bicycle and Pedestrian Planning**

- Maximize opportunities for Complete Streets implementation:
  - Promote green infrastructure to address stormwater issues, particularly in urban areas.
  - Support the collection of bicycle and pedestrian volume data on county roadways, and on municipal streets as appropriate.
  - Refine the local project prioritization process to include scoring factors that are based on potential health outcomes, safety improvements, connectivity for all modes, proximity to schools and transit stops, and other factors.
  - Support adoption of Complete Streets Policies and Implementation Plans.
- Provide opportunities to complete the East Coast Greenway, the Circuit Trails and other regional trail networks by assisting with the development of local trail plans and projects.

## **Intelligent Transportation Systems**

- Promote the use of Intelligent Transportation System (ITS) architecture:
  - Improve traffic operations through ITS upgrades and enhanced coordination at the interstate, state, county and local level.

## **Intelligent Transportation Systems (continued)**

- Disseminate and provide information/knowledge/skills to local partners in technology areas where NJDOT has acquired a higher level of maturity.
- Explore the benefits of providing connectivity between infrastructure and vehicles to improve mobility and safety.
- Invest in the development of fiber and communication infrastructure across NJ to support safety- and mobility-related initiatives.
- Invest in compliance and adaptation of ITS regional architecture in all pertinent and applicable projects.
- Enhance safety through endemic planning and evaluation of ITS application against wrong-way driving systems.
- Use of wireless communication (Broad band , LTE and 5G) for technology projects
- Use and application of virtual devices such as RSU (roadside units) for connected technologies

## **Local Public Agencies**

- Keep local public agencies informed and on schedule in the delivery of local projects.
- Improve the project delivery process through coordination with Local Aid and FHWA.

## **Equity, Public Health, and Outreach**

- Implement actions that uphold fairness and improved coordination of services, access and mobility for low income and minority populations, persons with disabilities and senior citizens.
- Promote clean-powered public transit options (i.e. electric buses) and non-motorized transportation in an effort to reduce air pollution, particularly in low-income communities where concentrations are disproportionately higher.
- Prioritize safety for non-motorized travelers in disadvantaged and transit-dependent communities, especially in areas around transit stops, housing, parks, schools and senior centers.
- Encourage counties and municipalities to promote public health principles and practices whenever possible in implementation of transportation projects.
- Focus on increasing participation of minority and low-income communities in the planning process; allow community members to brainstorm project ideas so that planning efforts are more tailored to meet their mobility needs.
- Continue to engage with the public to strengthen public confidence and participation in the planning process and help secure public buy-in of proposed transportation projects through the use of web tools/technology, social media, outreach, education and public forums/meetings.

We look forward to continued collaboration with your organization in the development and execution of your planning work programs.

Sincerely,



Andrew R. Swords, AICP, PP  
Director  
Division of Statewide Planning

c: Robert Clark, FHWA  
Stephen Goodman, FTA  
Michael Russo, NJDOT  
Sudhir Joshi, NJDOT  
Andrew Clark, NJDOT