



JOHN W. BARTLETT, CHAIR

Board Meeting Minutes

September 12, 2022

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 IJJA:

- 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 IJJA, 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

Subregion/Agency	Voting Members/Alternates	Staff & Others
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	

Other Attendees	
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_{2.5}—and two ozone pollutant precursors—volatile organic compounds (VOC) and nitrogen oxides (NO_x); 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_{2.5} 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_x 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.