



Kathryn A. DeFillippo, Chair
Mary D. Ameen, Executive Director

North Jersey Transportation Planning Authority, Inc.

PLANNING AND ECONOMIC DEVELOPMENT COMMITTEE

Commissioner John P. Kelly, Chair
Commissioner Sara Sooy, Vice Chair

PROJECT PRIORITIZATION COMMITTEE

Commissioner John W. Bartlett, Chair
Commissioner Jason Sarnoski Vice Chair

Joint Meeting Agenda
October 18, 2021
10:30 AM

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Access Code: 474-222-901

- I. Roll Call
- II. Approval of Minutes
- III. Regional Transportation Advisory Committee (RTAC) Report – Mark Jehnke, Ocean County
- IV. Presentation: Highlights of the FY 2020-2021 Subregional Studies Program Study, “Hudson County Ferry Service Expansion Study” - Byron Nicholas and Kevin Force, Hudson County
- V. Action Items

Project Prioritization Committee

- 1. Minor Amendment to the FY 2022 - 2025 Transportation Improvement Program to Utilize Federal Disaster Recovery and Resiliency Program Funds as Requested by the Port Authority of New York and New Jersey – Eve Chamberlain, Central Staff (Attachment PPC-1)

Planning and Economic Development Committee

2. Support for Safety Performance Measure Targets for 2022 Set by the New Jersey Department of Transportation in Collaboration with the NJTPA and Other Metropolitan Planning Organizations in New Jersey – Keith Miller, Central Staff (Attachment PEDC-2)

VI. Information Items

1. FY 2023 Unified Planning Work Program – Angel Young, Central Staff
2. Trans-Hudson Update – Dave Behrend, Central Staff
3. Federal Policy Update – Dave Behrend

VII. Written Information Item: TNJ Initiative Update – Jeff Perlman, Central Staff

VIII. Other Items

IX. Next Meeting: December 13, 2021, 10:30 a.m.

X. Adjournment



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October 18 2021

VII. Written Information Item

4. TNJ Initiative Update
Jeff Perlman, Central Staff

The Together North Jersey Initiative in coordination with the Voorhees Transportation Center (VTC), continued to advance the update of the plan, including a review and update of the TNJ Funding Database. VTC and NJTPA launched another round of the Local Technical Assistance Program, named Vibrant Places. A solicitation for the next round of projects was released on September 2nd and closed October 15th. VTC, NJTPA, and New Jersey Department of Community Affairs will review applications and select two projects for the program in November.

Joint Project Prioritization Committee (PPC) and Planning and Economic Development Committee (PEDC) Virtual Meeting Notice:

The agenda package for the October 18 Joint PPC/PEDC meeting is attached. The meeting will be held via GoToMeeting. The log-in details are below. Please login five or ten minutes early to ensure your connection works. Your options for participation, in order of preference, are:

1. on a computer or tablet without a mic, using your phone to call-in for audio (the app will be downloaded and installed if you don't have it already) *
2. on a computer or tablet with a mic (the app will be downloaded and installed if you don't have it already) **
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If you have any questions or concerns, don't hesitate to contact me at 973-639-8410.

Instructions for calling into the Joint PPC/PEDC Meeting
Monday, October 18, 2021, 10:30 AM - 12:30 PM (EDT)

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Mary D. Ameen, Executive Director

PROJECT PRIORITIZATION COMMITTEE

Commissioner John W. Bartlett – Chair
Commissioner Jason Sarnoski – Vice Chair

PLANNING AND ECONOMIC DEVELOPMENT COMMITTEE

Commissioner John P. Kelly – Chair
Commissioner Sara Sooy – Vice Chair

Joint Meeting Minutes **August 16, 2021**

I. Roll Call of Members

Commissioner Charles Kenny, Middlesex County, called the meeting to order at 10:30 a.m. Beverly Morris, Central Staff, called the roll. Thirteen members of the Project Prioritization Committee (PPC) and 11 members of the Planning and Economic Development Committee (PEDC) were present.

II. Approval of Minutes

A motion to approve the minutes of the June 14, 2021 meeting was made by Sussex County, seconded by Somerset County, and carried with 16 affirmative votes. Monmouth County abstained.

III. Regional Transportation Advisory Committee (RTAC) Update

RTAC Vice Chair Byron Nicholas, Hudson County, reported on the activities of the August 9 virtual RTAC meeting. He said members heard a presentation by Central Staff on Plan 2050, the Fiscal Year (FY) 2022-2025 Transportation Improvement Program (TIP), and the Air Quality Conformity Determination for both. Staff also provided updates on the FY 2023 Subregional Transportation Program Solicitation and Together North Jersey Initiative activities. Written information items provided by Central Staff to RTAC covered: the beta version of the Freight Activity Locator, the Accessibility and Mobility Strategy Synthesis, safety performance measure targets, and TIP performance measures.

Mr. Nicholas also reported the RTAC was briefed on the standing committees action items on this meeting's agenda.

IV. Presentation: Planning North Jersey's Transportation Future: Plan 2050, TIP and Conformity

Lois Goldman, Central Staff, said Plan 2050 focuses on transportation, people and opportunity. Priorities that include safety, accessibility, equity, active transportation, climate change, transportation technologies and freight. She said outreach for plan development included a Board guest speaker series, a Board retreat, and a symposium series. As the pandemic precluded in-person outreach events, online options were used to good advantage. Ms. Goldman said more than 2,100 persons took an online survey at the Plan 2050 website. More than 500 attended virtual public meetings, and nearly 350 participated in the symposia. Four background papers that focus on key planning priorities for the region were issued:

- [Active Transportation in the NJTPA Region](#)
- [Climate Change and Transportation](#)
- [The COVID-19 Pandemic and North Jersey Freight](#)
- [Transportation Technology](#)

Ms. Goldman said the plan includes a financial element that analyzes three possible financial futures: limited funding, aspirational additional resources, and a fiscally constrained scenario of reasonably anticipated funding. This constrained scenario estimates that \$120.6 billion will be invested in the region over the life of the plan to meet preservation and systems enhancement needs.

Ms. Goldman said the Plan contains technical appendices and she noted that Plan 2050 is the first long range plan to include a report on the region's progress toward meeting federally mandated performance targets.

Ms. Goldman said the FY 2022-2025 TIP is a four-year, fiscally constrained list of projects and programs that is updated every two years. The draft TIP totals nearly \$11.5 billion of investment for four years and emphasizes safety and maintaining infrastructure in a state of good repair. The FY 2022 element of the TIP invests \$3.12 billion on roads and bridges, \$1.8 billion for related NJDOT projects and programs, and \$1.3 billion for NJ TRANSIT projects and programs.

Ms. Goldman said the federally mandated Air Quality Conformity Determination analysis for Plan 2050 and the TIP was performed for three pollutants: ozone, fine particulate matter and carbon monoxide. She said the current conformity determination confirms that all projects and programs in the region meet federal air quality standards and do not negatively impact air quality.

Ms. Goldman said a formal 30-day public comment period on Plan 2050, the TIP and the Air Quality Conformity Determination was held from July 6 to August 4. This included a public workshop on conformity determination, and a virtual open house public meeting on July 27. She said these events elicited many comments and questions from the public, partner agencies and the NJTPA subregions, and a social media campaign drew many comments that reinforced themes heard during plan outreach. Ms. DeRuchie noted that comments on the TIP and Air Quality Determination are reflected in these documents and include issues such as transit, bicycle/pedestrian improvements, equity, greenways, trains and other specific issues.

V. PEDC Action Items

1. Approval of *Plan 2050: Transportation, People, Opportunity, the Long Range Transportation Plan* and Accompanying Air Quality Conformity Determination

Ms. Goldman said the draft plan was posted on the NJTPA website and included revisions and tracked changes.

Liz DeRuchie, Central Staff said the NJTPA air quality conformity determination considers only mobile tailpipe emissions from cars, trucks, buses and motorcycles and fine particulate matter from brake and tire wear. She said the NJTPA is not required to conduct project level conformity analyses for National Environmental Policy Act purposes or hot spot conformity analyses for individual projects, which are handled by NJDOT or project sponsors. She said the requirement for Metropolitan Planning Organizations (MPOs) is strictly a regional analysis done on aggregate projects in the TIP and long range transportation plan to show how a combination of all projects affects the region's air quality.

Ms. DeRuchie said the NJTPA conformity process is guided by an Interagency Consultation Group, which includes members from the Environmental Protection Agency (EPA), Federal Highway Administration (FHWA), Federal Transit Administration, New Jersey Department of Environmental Protection (NJDEP), NJDOT and NJ TRANSIT. She said the NJTPA passed the analysis with emissions results that were well below the budget established in the Statewide Transportation Improvement Program, and therefore the TIP and Plan 2050 conform to the State Implementation Plan established by NJDEP and approved by EPA.

A motion to endorse the resolution was made by the Citizens' Representative, seconded by Essex County and carried unanimously.

2. Approval of the FY 2022 Study and Development (S&D) Program

John Witsch, Central Staff, said the S&D program is a schedule of concept development work over the next two years to advance proposed transportation projects toward possible federal funding through the TIP. He said the program contains initiatives by NJDOT, NJ TRANSIT and Local Concept Development Projects that have been initiated by the subregions and approved by the NJTPA. The draft program contains 94 projects – 75 that are continuing and 19 new ones. Ten projects have graduated from the FY 2020 S&D program to the draft FY 2022 TIP for implementation. Mr. Witsch said the NJTPA appreciates the cooperation from the RTAC members in developing the draft program, which can be found in Appendix J of the draft FY 2022 TIP and in Section III of the Unified Planning Work Program.

A motion to endorse the resolution was made by Warren County, seconded by Jersey City and carried unanimously.

3. Approval of NJ TRANSIT CMAQ Funding Request for Bike Shelter Program

Jeff Perlman, Central Staff, said NJ TRANSIT proposes the development of a pilot program to install bicycle and electric scooter shelters at train stations using \$1.233 million in unobligated CMAQ funds from the NJTPA Local Mobility Initiatives program for a three-five-year period. The shelters would be installed, operated and maintained by a third party vendor to be identified through a request for proposals managed by NJ TRANSIT. The shelters are designed to be used year-round and at all hours. A prototype is in use at Jersey City's Journal Square PATH station, and NJ TRANSIT plans to deploy them at train stations where there is high demand. NJ TRANSIT staff worked with NJTPA staff to calculate air quality benefits. Mr. Perlman recalled that NJ TRANSIT worked with the NJTPA last year to reallocate unspent Local Mobility Initiatives program CMAQ funds for the Henry Hudson Trail. He said no further action by the Board is needed on this PEDC decision action.

A motion to approve the funding request was made by NJ TRANSIT, seconded by Middlesex County and carried unanimously.

PPC Action Items

4. Approval of the FY 2022 North Jersey Transportation Planning Authority Self-Certification

Ann Ludwig, Central Staff, said the federal regulations call for MPOs to certify that their planning process is carried out in accordance with all applicable requirements, including requirements under Title VI, the Clean Air Act and Americans with Disabilities Act. A congestion management process and public engagement plan are also required.

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

5. Approval of the FY 2022-2025 Transportation Improvement Program and the Accompanying Air Quality Conformity Determination

Ms. Ludwig said a summary of project changes was issued since the previous version of the draft TIP. It includes six changes: inclusion of the PANYNJ's Port Street Corridor Project and two ferry projects (the Carteret Ferry and the South Amboy Intermodal Ferry projects received additional state funding). Also, three Middlesex County projects that share borders with the Delaware Valley Regional Planning Commission were reinstated (the Route 1 Alexander Road, Route 130 Bridge over the Millstone River, and the Route 130 Westfield Avenue projects.)

Ms. Ludwig said many comments that were received on the TIP concerned two rockfall projects (I-80 Rockfall Mitigation Project in Warren County and a similar project on Route 29 in Kingwood, Hunterdon County). She said several organizations have voiced concerns and requested that the projects be paused or returned for concept development pending additional coordination with the affected communities concerning safety and environmental, architectural and historical impact studies.

Ms. Ludwig said NJTPA staff spoke with NJDOT staff, who said the agency maintains a rockfall hazard management system to prioritize rock cut locations within the state. They said the system is supported by FHWA and the two rockfall projects mentioned were the Numbers One and Three concerns. NJDOT representatives also said that concerns should be communicated directly to NJDOT project sponsors so they can be addressed earlier during project development.

A motion to endorse the resolution was made by Union County, seconded by Monmouth County and carried with eleven affirmative votes. Warren County abstained.

VI. Information Items

1. Federal Policy Update

Dave Behrend, Central Staff, reported on the status of federal infrastructure legislation. He said the senate just passed a bipartisan infrastructure bill by a vote of 69 to 30, and that legislation includes \$550 billion in new spending and reauthorizes funding levels from the FAST Act and other programs (energy infrastructure, water, broadband, etc). He said the law would expand and grow current funding levels for roads, bridges, rail, ports, transit, etc.

Mr. Behrend said the Senate approved an additional \$3.5 trillion budget resolution along party lines that outlines the parameters for a reconciliation package and that is a wide-ranging budget bill for all aspects of federal government (Medicare, immigration policy, universal pre-K, etc.). Mr. Behrend said there is an ongoing debate in congress about how the bill and budget will be processed. A reconciliation package is not expected to be debated in the House and Senate until late September, causing uncertainty of the path forward for both bills. He said the Speaker of the House has asked the House of Representatives Committee on Rules to look for a way to advance both measures together.

Mr. Behrend said, changes to the infrastructure element are possible before the bills come to a vote. He said, according to New Jersey Senators Booker and Menendez, over the next five years the state would receive \$6.9 billion for highways, \$1.1 billion for bridges and \$4.2 billion for transit under current funding formulas.

2. Trans-Hudson Update

Mr. Behrend said the infrastructure bill contains several possible funding sources for a big project like the Hudson River Tunnel and related Gateway program improvements. The bill contains \$30 billion for improvements on the Northeast Corridor. He noted the recent visit by Transportation Secretary Pete Buttigieg to Westfield with NJDOT Commissioner Diane Gutierrez-Scaccetti and others to tout the infrastructure bill and talk about the importance of the Hudson River Tunnel project and related work. Mr. Behrend said this indicates that the current administration is showing strong support for moving that work forward.

Mr. Behrend noted that the PANYNJ began the Environmental Impact Statement (EIS) for a new Manhattan bus terminal. Public scoping meetings were held in June, and the NJTPA participated in a kickoff agency coordination meeting. He said the NJTPA looks forward to ongoing

involvement in a project so critical to many thousands of New Jersey commuters who use the bus terminal daily.

VII. Next Meeting: October 18, 2021

VIII. Other

It was noted that standing committee meetings normally do not feature public comments, but Commissioner Kenny permitted a statement from Tara Mezzanotte, I80 DWG Coalition, who said she was obligated to respond to NJDOT statements reported by Ms. Ludwig earlier in the meeting concerning two rockfall projects. Ms. Mezzanotte said several members of the communities affected by the rockfall projects have provided an abundance of comments. Concerning the statement that the projects are Numbers One and Three concern for the state, Ms. Mezzanotte said members of the surrounding communities have been asking to see supporting documentation since the inception and introduction of these projects.

Addressing the NJDOT comment that the public should contact NJDOT project sponsors with their concerns earlier in the process, Ms. Mezzanotte said they have been commenting on the projects since inception. She noted that Knowlton Township passed a resolution about the I-80 rockfall project in 2015. She said she can cite an abundance of comments on record about concerns over safety, visual impact, etc. that have been “submitted at the right time every step of the way.”

Ms. Mezzanotte said, since 2013, “everybody has been provided with inaccurate information on the projects because something happened behind closed doors.” She said, at the July Board meeting, NJDOT was permitted to comment after she did and the NJDOT representative incorrectly stated that said the I-80 project is undergoing an EIS. She said he misspoke, and the Board has been guided incorrectly by NJDOT. She said the project is undergoing an Environmental Assessment (EA), not an EIS, and an EA denies the public an opportunity to participate at a more vigorous level, which is provided during an EIS. She said a perpetual EA is not appropriate or standard.

IX. Adjournment

At 11:24 a.m., a motion to adjourn was made by Union County, seconded by the PANYNJ and carried unanimously.

**JOINT COMMITTEE MEETING
ATTENDANCE
August 16, 2021**

Project Prioritization Committee

VOTING MEMBERS	
Hon. Jason Sarnoski (Vice Chair)	Warren County
Hon. Charles Kenny	Middlesex County
Hon. Chris Carney	Sussex County
Hon. Bette Jane Kowalski	Union County
Joseph Baladi	Bergen County
Byron Nicholas	Hudson County
Carrie Fellows	Hunterdon County
Inkyung Englehart	Monmouth County
John Hayes	Morris County
Jeffry Nielsen	Governor's Authorities Unit
Andy Swords	NJDOT
Lou Millan	NJ TRANSIT
Jared Rodriguez	Citizens' Representative

Planning and Economic Development Committee

VOTING MEMBERS	
Hon. Jason Sarnoski	Warren County
David Antonio	Essex County
Elias Guseman	Jersey City
John Hayes	Morris County
John Ernst	Ocean County
Walt Lane	Somerset County
Jeffry Nielsen	Governor's Authorities Unit
Andy Swords	NJDOT
Lou Millan	NJ TRANSIT
Jay Shuffield	PANYNJ
Jared Rodriguez	Citizens' Representative

Also In Attendance	
Hon. Paul Drake	Somerset County
Anna Aleynick	AECOM
Jack Kanarek	Dewberry
Bob Werkmeister	GPI
Thomas Malavasi	Hudson County
Katherine Fullerton	Hunterdon County

Tara Mezzanotte	I80 DWG Coalition
Doug Greenfeld	Middlesex County
DeDe Murray	Morris County
Trevor Howard	City of Newark
Brian Leckie	NJDOT
Eric Powers	NJDOT
Sudhir Joshi	NJDOT
Various members of Central Staff	NJTPA
Mark Jehnke	Ocean County
Andras Holzmann	Passaic County
Sal Presti	Passaic County
Ken Wedeen	Somerset County
Tom Drabic	Sussex County
Liza Betz	Union County
Brian Appezzato	Warren County
Chris Mroczka	
Dan Healey	

Attachment PPC-1

**DRAFT RESOLUTION: MINOR AMENDMENT TO THE FY 2022 – 2025
TRANSPORTATION IMPROVEMENT PROGRAM TO
UTILIZE FEDERAL DISASTER RECOVERY AND
RESILIENCY PROGRAM FUNDS AS REQUESTED BY
THE PORT AUTHORITY OF NEW YORK AND NEW
JERSEY**

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

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

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

WHEREAS, the TIP may be revised any time; and

WHEREAS, according to the MOU when federal funds above a specified threshold are added to a project, when a project programmed with federal funds is added to the TIP, when federal funds are deleted from a project, or when the construction phase of work is moved out of the constrained years of the TIP, and a new air quality conformity determination is not required, this constitutes a minor amendment; and

WHEREAS, the Port Authority of New York and New Jersey has requested the utilization of Disaster Recovery and Resiliency Program funds (Sect 5324), available from unobligated prior year balances, for the Concrete Sea Wall East of Harrison Car Maintenance Facility (DB# PA1424) and Harrison Car Maintenance Facility Automatic Flood Barrier (DB# PA1423) projects; 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 TIP conforms to the MAP-21/FAST Act performance-based planning requirements; and

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

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

NOW, THEREFORE, BE IT RESOLVED, that the North Jersey Transportation Planning Authority hereby approves the specified amendment to the FY 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 and the Federal Transit Administration.

Summary of Action

Minor Amendment to the FY 2022 - 2025 Transportation Improvement Program to Utilize Federal Disaster Recovery and Resiliency Program Funds as Requested by the Port Authority of New York and New Jersey

Action: In order to advance the following projects, the Port Authority of New York and New Jersey (PANYNJ) 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 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 PANYNJ requests the programming of federal Disaster Recovery and Resiliency Program funds (available from unobligated prior year balances of Federal Transit Administration (FTA) Section 5324, Public Transportation Emergency Relief Program funds) and PANYNJ matching funds for the following projects. These projects, and their respective funds, were programmed in the FY 2020 – 2023 TIP but could not be obligated prior to the FTA's cutoff date for year-end financial transactions in their grant award management system.

These projects are exempt from an air quality conformity determination and do not impact the current conformity determination. The attached documents provide further details on the projects.

- **Concrete Sea Wall East of Harrison Car Maintenance Facility, *Hudson County* (DB# PA1424)**

This project is ready to be authorized for construction and, therefore, must be amended into the current TIP for FFY 2022. Federal funds are available from unobligated balances from FFY 2021. *(Utilizing Section 5324 funds in the amount of \$3.166 million in FFY 2022 and PANYNJ funds in the amount of \$0.352 million in FFY 2022)*

- **Harrison Car Maintenance Facility Automatic Flood Barrier, *Hudson County* (DB# PA1423)**

This project is ready to be authorized for construction and, therefore, must be amended into the current TIP for FFY 2022. Federal funds are available from unobligated balances from FFY 2021. *(Utilizing Section 5324 funds in the amount of \$3.166 million in FFY 2022 and PANYNJ funds in the amount of \$0.352 million in FFY 2022)*

Justification for Action: Approval of these minor amendments to the FY 2022 – 2025 TIP will allow the funds to be secured and the projects 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:** PA1424

Name: Concrete Sea Wall East of Harrison Car Maintenance Facility

PANYNJ will receive funding to construct a concrete sea wall to protect PATH tracks near the Passaic River.

Counties: Hudson

Municipalities: Harrison Town

Project Type:

RCIS Category: Transit Preservation

Sponsor: PANYNJ

Est. Total Project Cost: (Million)

TIP:

PENDING

FY 2022 - 2025 TIP Cost: (Million) \$3.518

**Unconstrained
Information Year**

MPO	PHASE	SOURCE	2022	2023	2024	2025	2026-2031
NJTPA	CON	PANYNJ	\$.352				
NJTPA	CON	SECT 5324	\$3.166				
			\$3.518				

DATE SUBMITTED: 10/1/2021

PENDING ACTION

NJTPA

Transportation Improvement Program Fiscal Years 2022 - 2025

Routes: **Mileposts:** N/A **DBNUM:** PA1423

Name: Harrison Car Maintenance Facility Automatic Flood Barrier

PANYNJ will receive funding to construct an automated flood barrier at the Harrison Car Maintenance Facility, which was significantly damaged by Hurricane Sandy. This site is currently protected by temporary barriers. Total eligible amount is \$ 19,815,200. The FTA share is \$ 14,861,400. The PANYNJ share is \$ 4,953,800.

Counties: Hudson

Municipalities: Harrison Town

Project Type:

RCIS Category: Transit Preservation

Sponsor: PANYNJ

Est. Total Project Cost: (Million)

TIP:

PENDING

FY 2022 - 2025 TIP Cost: (Million) \$3.518

**Unconstrained
Information Year**

MPO	PHASE	SOURCE	2022	2023	2024	2025	2026-2031
NJTPA	CON	PANYNJ	\$.352				
NJTPA	CON	SECT 5324	\$3.166				
			\$3.518				

DATE SUBMITTED: 10/1/2021

DRAFT RESOLUTION: SUPPORT FOR SAFETY PERFORMANCE MEASURE TARGETS FOR 2022 SET BY THE NEW JERSEY DEPARTMENT OF TRANSPORTATION IN COLLABORATION WITH THE NJTPA AND OTHER METROPOLITAN PLANNING ORGANIZATIONS IN NEW JERSEY

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

WHEREAS, 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; that each MPO shall establish performance targets that address the performance measures, tracking progress toward attainment of critical outcomes for the region; and that each MPO shall integrate those targets into their planning documents and processes; and

WHEREAS, the Federal Highway Administration (FHWA) published the final rule, (23 CFR Part 490), on the Highway Safety Improvement Program (HSIP) on April 14, 2016, requiring the New Jersey Department of Transportation (NJDOT) to annually develop and adopt targets assessing number of motor vehicle crash-related serious injuries and fatalities; serious injuries and fatalities per vehicle miles traveled (VMT); and number of serious injuries and fatalities of non-motorized users; and

WHEREAS, on May 27, 2016 the Federal Highway Administration (FHWA) issued a final rule on metropolitan planning (23 CFR 450 & 771 and 49 CFR 613), under which MPOs must adopt safety targets by February 27, 2018 and each year thereafter; and

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

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

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

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

NOW, THEREFORE, BE IT RESOLVED, that the NJTPA hereby supports the 2022 statewide targets for each of the safety performance measures set by NJDOT from the National Performance Management Measures: Highway Safety Improvement Program (HSIP); Final Rule (23 CFR 490); and

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

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

Summary of Action

Support for Safety Performance Measure Targets for 2022 Set by the New Jersey Department of Transportation in Collaboration with the NJTPA and Other Metropolitan Planning Organizations in New Jersey

Action: Support for Safety Performance Measure targets for 2022 set by the New Jersey Department of Transportation (NJDOT) in collaboration with NJTPA and other metropolitan planning organizations (MPOs) in New Jersey. The NJTPA will program projects that help the state meet these targets.

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

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

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

These measures include crashes on all public roads regardless of functional classification or ownership (but not on private property).

In August 2021, NJDOT set annual targets for the calendar year 2022 in its HSIP Annual Safety Report (ASR) submitted to FHWA. The NJTPA is required to establish targets 180 days after NJDOT. For each of the five performance measures, the NJTPA can either establish a specific numeric target for the NJTPA region, or agree to plan and program projects that support the attainment of the state target. The NJTPA action is to be reported to NJDOT and must be available to FHWA upon request.

NJDOT's statewide safety targets for the five measures were established based on a collaborative process with the New Jersey Division of Highway Traffic Safety and the three New Jersey MPOs. The targets were set after analyzing past trends in crash data and are consistent with New Jersey's statewide long-term safety vision ("Towards Zero Deaths"), and the associated 2020 Strategic Highway Safety Plan (SHSP) near-term goal of reducing the five-year average number of fatalities, serious injuries, and total injuries each by 14 percent from 2020 to 2025 (amounting to a 3 percent per year reduction).

Target-setting this year was particularly challenging, given both the switch in reporting for serious injuries starting in 2019 (as discussed last year, and expanded on further below), and the impacts of the COVID-19 pandemic (reflected in changes in travel behavior). (The 2019 serious injuries reporting change will continue to complicate safety trend analysis for another year while it remains part of the five-year averaging.)

The pandemic led to a decrease in vehicle miles traveled (VMT) but an unexpected increase in fatalities in New Jersey, with similar trends nationwide. This means that the modest 5 percent increase in traffic fatalities (from 559 traffic fatalities in 2019 to 586 traffic fatalities in 2020), combined with an estimated 20 percent decrease in VMT, resulted in a large increase in the rate of fatalities per VMT of over 30 percent (from 0.71 deaths per 100 million VMT in 2019 to an estimated 0.93 deaths per 100 million VMT in 2020).

For serious injuries, the pattern was somewhat different, with an estimated 20 percent drop from 3,047 serious injuries in 2019 to an estimated 2,423 serious injuries in 2020. The pandemic impact on the serious injury rate was very slight, with a 1 percent drop from 3.90 serious injuries per 100 million VMT in 2019 to an estimated 3.86 serious injuries per 100 million VMT in 2020.

Because 2020 was an anomalous year, the target-setting group faced unique challenges and previous target-setting methods (using trends and models) were deemed insufficient. The group decided to take guidance from the SHSP's goal to reduce fatalities and serious injuries to what amounts to 3 percent per year.

However, a simple 3 percent per year reduction in serious injuries was deemed insufficient. As noted above, the group agreed that the number of serious injuries (both total and non-motorized) during 2020 was not likely to be reflective of post-pandemic conditions (with the total serious injuries being uncharacteristically low and the non-motorized serious injuries being uncharacteristically high).

As such, the group decided to project annual reductions in serious injuries relative to a baseline reflective of pre-pandemic conditions. To do so, data was drawn from the twelve-month period preceding travel restrictions. The projected 3 percent annual reduction in serious injuries was applied to these values.

The 2022 targets (representing the 2018–2022 five-year averaging period) by necessity show increases over the 2016–2020 (baseline) averages for measures that include serious injuries. As noted in the table footnotes below, this is as a result of the required update to the injury classification scheme. Note, however, that all of the targets set a 2022 goal for a *reduction* in the annual fatalities and serious injuries, both total and non-motorized (compared to pre-pandemic values).

The 2020 baseline and 2022 targets are shown in the following table.

New Jersey Statewide 2020 Baseline and 2022 Targets for Safety Performance Measures

PERFORMANCE MEASURE	2020 BASELINE 2016–2020 (5 YEAR ROLLING AVERAGE)	2022 TARGET 2018–2022 (5 YEAR ROLLING AVERAGE)
Number of Fatalities	586.6	565.0 ^c
Fatality Rate	0.792 ^a	0.766 ^{c,d}
Number of Serious Injuries	1,782.1 ^{b,g}	2,537.2 ^{e,g}
Serious Injury Rate	2.442 ^{a,b,g}	3.440 ^{d,e,g}
Number of Non-Motorized Fatalities and Serious Injuries	585.0 ^{a,b,g}	754.1 ^{f,g}

^a Based on estimated VMT for 2020 (from FHWA Traffic Volume Trends—https://www.fhwa.dot.gov/policy/information/travel_monitoring/tvt.cfm—equivalent to 80% of 2019 VMT), as final data not yet available.

^b Based on projected Serious Injuries for 2020 as of March 31, 2021, as final data not yet available.

^c Based on a projected overall decrease of 3% per year in annual fatalities, from 585 in 2020 to 550 in 2022.

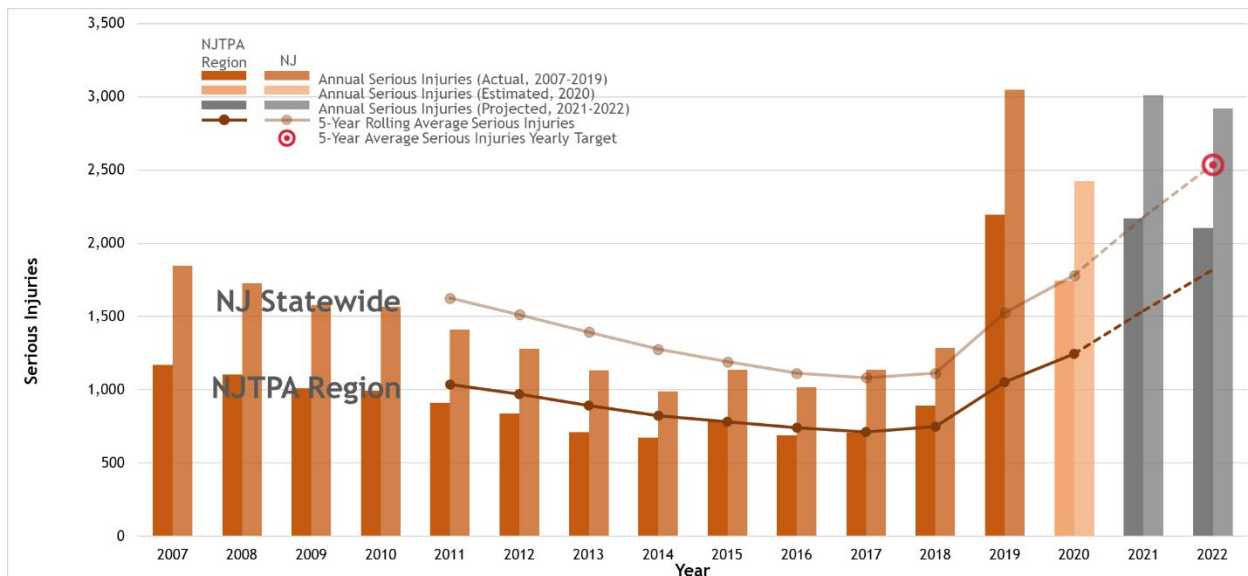
^d Due to the pandemic, VMT in 2021 was projected to be 95% of 2019 VMT, and VMT in 2022 was projected to be the same as 2019's VMT.

^e Based on a projected overall decrease of 3% per year in annual serious injuries, from an estimated 3,104 (for April 2019 through March 2020—the most recent twelve months prior to the pandemic) to 2,921 in 2022.

^f Based on a projected overall decrease of 3% per year in annual non-motorized fatalities—from 197 in 2020 to 185 in 2022—and a decrease of 3% in annual non-motorized serious injuries—from a projected 658 for April 2019 through March 2020 (the most recent twelve months prior to the pandemic), to 619 in 2022.

^g Beginning in 2019, New Jersey updated the police crash report to be consistent with the federally required classifications (Killed, Suspected Serious Injury, Suspected Minor Injury, Possible Injury, and No Apparent Injury). As a result of this change, injuries not previously attributed to the serious injury classification are now included in the serious injury numbers for 2019 and later. For example, a crash victim with a broken arm that would have been classified as a Moderate Injury in 2018 and earlier, is now classified as Suspected Serious Injury. As a result, New Jersey saw an increase in reported serious injuries due to the changes in reporting. The increase creates a challenge in predicting anticipated totals for future years as well. In fact, the annual number of injuries identified as “serious injuries” statewide more than doubled from 2018 to 2019, from 1,284 serious injuries in 2018 to 3,047 in 2019. While the number of estimated serious injuries in 2020 reduced to approximately 2,423, this is assumed to be as a result of travel reductions caused by the COVID-19 pandemic. A similar pattern was seen for non-motorized serious injuries, which increased from 234 in 2018 to 630 in 2019. However, non-motorized serious injuries increased further in 2020 to an estimated 697 (presumably due to increased non-motorized travel during the pandemic). Because the baseline period (2016-2020) only includes two years with the new classification scheme, while the target period (2018-2022) includes four years with the new classification scheme, the targets for the three measures that include serious injuries (number of serious injuries, serious injury rate, and number of non-motorized fatalities and serious injuries) exhibit a large increase above the baseline.

The vertical bars in the following chart show the projected annual reductions for serious injuries, with projected number of serious injuries declining from 2019 to 2022. The lines show how the five-year average values increase (resulting from the switch in reporting from 2018 to 2019). Note that annual serious injuries for 2020 are uncharacteristically low, presumably due to travel restrictions during the pandemic.



Progress toward the 2022 targets will be assessed in 2023. While the NJDOT can face corrective actions for failing to meet or make substantial progress toward meeting their statewide safety targets, no specific regulatory penalties apply to MPOs. The ramifications of not meeting statewide targets were factored into the decision-making process for establishing the targets.

For earlier 2020 targets (set by NJDOT and endorsed by the NJTPA in 2019), it appears from preliminary data that New Jersey in fact did not “meet or make significant progress” on all five performance measures. As noted earlier, the serious injuries “increases” are largely understood due to the data reporting changes, but the 2020 fatality rate during the pandemic was certainly not anticipated. In any case, NJDOT will likely have to: (1) submit an HSIP Implementation Plan for FY 2022 by June 30, 2022, and (2) use obligation authority equal to its FY 2019 HSIP apportionment solely for HSIP projects in FY 2022. FHWA’s formal determination will not be finalized until December 2021 and reported to NJDOT by March 2022.

Justification for Action: The NJTPA is required to establish safety targets within 180 days after they are identified by NJDOT, by either setting a specific numeric target or targets for the NJTPA region, or by agreeing to plan and program projects that support the attainment of the state targets. Despite the myriad challenges faced this year, the statewide safety targets were developed in collaboration with NJTPA staff based on an analysis of historic crash data and reflect the long-term goal of the SHSP to reduce serious injuries and fatalities annually by an average of 3 percent. Given these factors, it is appropriate for the NJTPA to support the New Jersey statewide targets by agreeing to plan and program projects that help the state meet its targets.

Staff Recommendation: Central Staff recommends approval of this action.