



**North Jersey Transportation Planning Authority, Inc.**

**PLANNING AND ECONOMIC DEVELOPMENT COMMITTEE**

Commissioner Charles Kenny, Chair  
Commissioner Susan Soloway, Vice Chair

**PROJECT PRIORITIZATION COMMITTEE**

Commissioner John Kelly, Chair  
Commissioner Bette Jane Kowalski Vice Chair

**Joint Meeting Agenda**

**August 15, 2022**

**10:30 AM**

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**Join the meeting from your computer, tablet or smartphone.**

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**Access Code: 455-960-141**

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- I. Roll Call
- II. Approval of Minutes
- III. Presentation: The Safe Systems Approach – Caroline Trueman, Safe Streets and Roads for All Grant Program Manager, Federal Highway Administration Office of Safety
- IV. Regional Transportation Advisory Committee (RTAC) Report – Mark Jehnke, Ocean County
- V. Action Items

**Project Prioritization Committee**

- 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 – Ann Ludwig, Central Staff (Attachment PPC-1)
  - Electric Vehicle Infrastructure Program
  - Carbon Reduction Program

- Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Program
- 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– Ann Ludwig (Attachment PPC-2)

#### Planning and Economic Development Committee

- 3. Endorsement of Established Traffic Congestion Performance Measure Targets for the New York-Newark, Philadelphia, and Allentown-Bethlehem-Easton Urbanized Areas – Keith Miller, Central Staff (Attachment PEDC-3)
- 4. Approval of Congestion Mitigation and Air Quality (CMAQ) Emissions Reduction Performance Measure Targets for the NJTPA Region – Keith Miller (Attachment PEDC-4)

#### VI. Information Items

- 1. Trans-Hudson Update - Dave Behrend, Central Staff
- 2. Federal Policy Update - Dave Behrend

#### VII. Written Information Items

- 1. Together North Jersey (TNJ) Initiative Update – Blythe Eaman, Central Staff
- 2. PRIME 2.0 Update – Jeff Vernick, Central Staff

#### VIII. Other Items

#### IX. Next Meeting: October 17, 2022, 10:30 a.m.

#### X. Adjournment



**North Jersey Transportation Planning Authority, Inc.**

**PLANNING AND ECONOMIC DEVELOPMENT COMMITTEE**

Commissioner Charles Kenny, Chair  
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**August 15, 2022**

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**VII. Written Information Items**

1. Together North Jersey (TNJ) Initiative  
Blythe Eaman, Central Staff

The Together North Jersey (TNJ) Initiative, with support from the Rutgers University Voorhees Transportation Center, will solicit a new round of applications for the Vibrant Places Program later this month. This program is designed for municipalities in our region that seek technical assistance for place-making projects in their communities. There will also be three training events over the next fiscal year. The first TNJ Institute training event will be held this fall. More information will be available on the TNJ website soon.

2. PRIME 2.0 Update  
Jeff Vernick, Central Staff

The PRIME 2.0 Upgrade is well underway, aimed at enhancing the NJTPA's interactive online database of planning findings. Based on an upgrade plan prepared by the consultant team, software development began in June. Initial architecture improvements, including a customizable user workspace screen and simplified filter controls, were demonstrated on July 25 to the project Technical Advisory Committee (TAC) composed of subregional and planning partner staff. Further TAC engagement to test the upgraded software and review training and guidance documents is expected later this year, with deployment scheduled for early 2023.

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

The agenda package for the August 15, 2022 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) \*\*
3. on a smartphone by installing and using the GoToMeeting app (download from Apple store or Playstore)
4. on a phone for audio only (no app required)

\* If you use option 1 (computer/tablet and call-in), log-in to your computer first, choose "phone call" to listen/talk, and you will be provided an audio PIN. The PIN allows you to be identified by name to other meeting participants. If not, you will show up as "Caller #" (the PIN # is also in the audio tab of the comment box after you log in)

\*\* If you use option 2 (computer/tablet with mic), choose "computer audio" to listen/talk.

Further information is available is on the GoToMeeting **Quick Guide for Attendees at**

<https://www.gotomeeting.com/meeting/resources/gotomeeting-quick-and-helpful-guide-for-attendees>

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, August 15, 2022, 10:30 AM - 12:30 PM (EDT)

**Join the meeting from your computer, tablet or smartphone.**

<https://meet.goto.com/455960141>

**You can also dial in using your phone.**

United States: [+1 \(646\) 749-3122](tel:+16467493122)

**Access Code:** 455-960-141

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Dial in or type: 67.217.95.2 or [inroomlink.goto.com](https://inroomlink.goto.com)

Meeting ID: 455 960 141

Or dial directly: [455960141@67.217.95.2](tel:455960141@67.217.95.2) or 67.217.95.2##455960141

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## **PROJECT PRIORITIZATION COMMITTEE**

Commissioner John P. Kelly – Chair  
Commissioner Bette Jane Kowalski – Vice Chair

## **PLANNING AND ECONOMIC DEVELOPMENT COMMITTEE**

Commissioner Charles Kenny – Chair  
Commissioner Susan Soloway – Vice Chair

### **Joint Meeting Minutes June 21, 2022**

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#### **I. Roll Call of Members**

Commissioner Bette Jane Kowalski, Union County, called the meeting to order at 10:30 a.m. Beverly Morris, Central Staff, called the roll. Twelve 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 April 18, 2022 meeting was made by Morris County, seconded by Hudson County, and carried with 16 affirmative votes. Middlesex and Passaic counties abstained.

#### **III. Regional Transportation Advisory Committee (RTAC) Update**

RTAC Chair Mark Jehnke, Ocean County, reported on the activities at the June RTAC meeting. He said the committee heard presentations about two Subregional Studies that are nearing completion. Elias Guseman, Jersey City, presented the Jersey City on the Move study; and Andras Holtzman, Passaic County, presented the Bike Passaic County project. Also at the meeting, members of Central Staff provided information on the Subregional Pass-Through Program, Performance Measure Target Development, and Together North Jersey activities. The Committee was also briefed on the five action items on the joint committee meeting agenda.

#### **IV. Project Prioritization Committee Action Items**

1. Minor Amendment to the FY 2022 - 2025 Transportation Improvement Program (TIP) to Add the Bayonne Commuter Ferry Pier and Dock Improvements Project as Requested by the City of Bayonne

Eve Chamberlain, Central Staff, said the City of Bayonne received a Federal Transit Administration Passenger Ferry Grant in the amount of \$657,000 for ferry and dock improvements. The City requests that these funds be added\ to the TIP. Non-federal funds will be provided by the City using Urban Enterprise Zone and Special Improvement District funds, along with developer contributions.

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

2. Minor Amendment to the FY 2022 - 2025 Transportation Improvement Program to Add 29 Projects as Requested by the New Jersey Department of Transportation

Ms. Chamberlain said, based on current project schedules and cost estimates in conjunction with the proposed 2023 Transportation Capital Program, NJDOT is requesting the addition of 29 projects. Fiscal constraint for these projects is provided by resources in the Infrastructure Investment and Jobs Act (IIJA). The list of projects was included in the agenda package for this meeting.

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

3. Minor Amendment to the FY 2022 - 2025 Transportation Improvement Program to Add Federal Funding to the Pavement Preservation Program as Requested by the New Jersey Department of Transportation

Ms. Chamberlain said the request is for the addition of \$50.07 million of National Highway Performance Program funds in federal Fiscal Year 2022 for five Pavement Preservation Program projects in eight counties in the region. Fiscal constraint is maintained with funds available from previous NJTPA TIP actions.

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

4. Minor Amendments to the FY 2022 - 2025 Transportation Improvement Program to Add Federal Funds to Three Projects as Requested by the New Jersey Department of Transportation

Ms. Chamberlain said, based on current project schedules and cost estimates in conjunction with the proposed FY 2023 Transportation Capital Program, NJDOT has requested the addition of federal funds for the following projects:

- Route 4, Hackensack River Bridge, Bergen County (\$185.2 million)
- Route 202/206, over Branch of Peter's Brook, Culvert Replacement at Mile Post 27.96, Somerset County (\$9.5 million)
- Route 15, Bridge over Paulins Kill, Sussex County (\$8.450 million - funding source will change from NHPP to the Bridge Formula Program)

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

5. Modification to the FY 2022 - 2025 Transportation Improvement Program to Add Funds to the Bridge Street Bridge over the Passaic River as Requested by the North Jersey Transportation Planning Authority

Ms. Chamberlain said the modification adds the Preliminary Engineering phase of work in FY 2022 with funds available from the NJTPA Future Projects program line item. The Design phase will move from FY 2023 to FY 2024, and Right-of-Way phase will move from FY 2025 to FY 2026. The modification also adds \$2.5 million in federal funds for FY 2022 for Preliminary Engineering.

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

## V. Information Items

1. Performance Measure Target Development

Keith Miller, Central Staff, said federally required targets are being developed for four groups of national performance measures.

- Statewide roadway safety targets for 2023 – measures include fatalities, serious injuries, and non-motorized fatalities plus serious injuries. NJDOT is developing these targets and will report them to the Federal Highway Administration (FHWA) by August 31, 2022. The NJTPA Board can either support the statewide targets or set its own by February 27, 2023.
- Traffic congestion targets – the Board will be asked to adopt these NJDOT targets in September. The NJTPA must submit its Congestion Mitigation and Air Quality (CMAQ) Performance Plan to NJDOT, which will forward it to FHWA, by October 1.
- Emissions reductions (NJTPA region and statewide) – based on the evaluation of programmed CMAQ projects, measures include on-road mobile source emissions reductions from CMAQ projects, including fine particulate matter, carbon monoxide, and ozone precursors. The Board will be asked to adopt the targets in September, and NJDOT will submit statewide reports to FHWA by October 1.
- Infrastructure condition, travel time reliability and freight targets – NJDOT is developing these statewide targets and will submit reports to FHWA by October 1. The NJTPA Board can either support the statewide targets or set its own by March 30, 2023.

## 2. Trans-Hudson Update

David Behrend, Central Staff, said the Regional Plan Association (RPA) released a report, entitled “Gateway and Post-COVID Economy – Scenarios for Future Growth and Trans-Hudson Travel,” an examination of potential trans-Hudson commutation considering the changes wrought by the pandemic. The report’s headline is, “Transit trips across the Hudson River will continue to grow beyond the region’s current capacity. Without the infrastructure to meet this demand, the region’s economic growth and sustainability are in jeopardy.” Results of the analysis show that the Hudson River Tunnel project and the Gateway Program are vital to the future of the region, as the NJTPA states in Plan 2050. The report is available at the [RPA’s website](#).

Mr. Behrend noted that Jersey City is looking to expand trans-Hudson ferry service. The City Council recently announced its plans to purchase the Porte Liberte ferry terminal. Jersey City Mayor Steven Fulop has said that the city would take an active role in subsidizing rates, aiming to increase ridership and expand access to the terminal for residents in the Greenville and West Side neighborhoods.

## 3. Federal Policy Update

Mr. Behrend said the US Department of Transportation is issuing new opportunities for funding under the IIJA including.

- Formula Carbon Reduction Program
- Electric Vehicle Charging Infrastructure
- The new Safe Streets and Roads for All discretionary grant program
- A Pilot program for Transit-Oriented Development Planning to provide competitive grants funds through the Federal Transit Administration
- Bridge Investment Program

Also, the White House released a Technical Assistance Guide for Infrastructure Resources.

Mr. Behrend urged the subregions to share these opportunities with municipal governments where appropriate and to notify the NJTPA of any applications for IIJA-related funding so the agency can provide letters of support, assistance with data, and guidance. ([NJTPA IIJA Resources/Updates website](#))

VI. Next Virtual Meeting: Monday, August 15, 2022, 10:30 a.m.

VII. Adjournment

At 11:17 a.m. a motion to adjourn was made by the Governor’s Authorities Unit, seconded by Morris County, and carried unanimously.



**JOINT COMMITTEE MEETING  
ATTENDANCE  
June 21, 2022**

**Project Prioritization Committee**

VOTING MEMBERS	
Hon. Bette Jane Kowalski (Vice Chair)	Union County
Hon. Susan Soloway	Hunterdon County
Hon. John Bartlett	Passaic County
Hon. Chris Carney	Sussex County
Hon. Jason Sarnoski	Warren County
Joseph Baladi	Bergen County
Byron Nicholas	Hudson County
Inkyung Englehart	Monmouth County
John Ernst	Ocean County
Jeffry Nielsen	Governor's Authorities Unit
Andy Swords	NJDOT
Jared Rodriguez	Citizens' Representative

**Planning and Economic Development Committee**

VOTING MEMBERS	
Hon. Susan Soloway (Vice Chair)	Hunterdon County
Hon. Katherine DeFillippo	Morris County
Hon. John Bartlett	Passaic County
Hon. Sara Sooy	Somerset County
Elias Guseman	Jersey City
Doug Greenfeld	Middlesex County
Phillip Scott	City of Newark
Jeffry Nielsen	Governor's Authorities Unit
Andy Swords	NJDOT
Jay Shuffield	PANYNJ
Jared Rodriguez	Citizens' Representative

Also in Attendance	
Christopher Paige	Andy Cushman
Trevor Howard	City of Newark
Jack Kanarek	Dewberry
Bob Werkmeister	GPI
Tom Malavasi	Hudson County

Carrie Fellows	Hunterdon County
Katherine Fullerton	Hunterdon County
Kris Melchers	Hunterdon County
Charles Burton	LeFrak
David Schmetterer	Monmouth County
John Hayes	Morris County
Dede Murray	Morris County
Michael Swan	NJ TRANSIT
Various members of Central Staff	NJTPA
Adam Camerlengo	Northern Valley Greenway
Mark Jehnke	Ocean County
Andras Holzmann	Passaic County
Andy Cushman	Passaic County
Walt Lane	Somerset County
Ken Wedeen	Somerset Cuntly
Tom Drabic	Sussex County
Liza Betz	Union County
David Dech	Warren County
Ryan Conklin	Warren County
Jasmine Grossmann	

## Attachment PPC-1

**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

**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.

## Summary of Action

### Minor Amendments to the FY 2022 - 2025 Transportation Improvement Program to Add Three Statewide Programs as Requested by the New Jersey Department of Transportation

**Action:** In order to advance the following statewide programs, the New Jersey Department of Transportation (NJDOT) 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 new project or program that uses federal funds is added to the TIP, and a new regional 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.

Based on current project schedules and cost estimates, in conjunction with the proposed state Fiscal Year 2023 Transportation Capital Program, NJDOT has requested the addition of federal funds for the following new programs in the FY 2022 – 2025 TIP. Fiscal constraint is provided by resources established under the Infrastructure Investment and Jobs Act (IIJA).

Program line items are exempt from air quality conformity determination. Once projects that emanate from these programs are identified, the projects will be classified for air quality conformity. The attached documents provide details on the new programs, the new funds being added, and an acronym guide of the new funding source terms.

#### **Minor Amendment:**

- **Electric Vehicle Infrastructure Program DB# 22350**

This request is to add the Electric Vehicle Infrastructure Program to the TIP. National Electric Vehicle Formula Program Funds (NEVFP) available from the IIJA are being added in Federal Fiscal Years (FFYs) 2023, 2024, 2025 and 2026 for Engineering, Right of Way, and Construction (ERC).

- **Carbon Reduction Program DB# 22352**

This request is to add the Carbon Reduction Program to the TIP. Suballocated Carbon Reduction (CR) funds available from the IIJA are being added in FFYs 2023 through 2031 for ERC.

- **PROTECT DB# 22353**

This request is to add the Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) program to the TIP. PROTECT Formula Program (PFP) funds available from the IIJA are being added in FFYs 2023 through 2031 for ERC.

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

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

**PENDING ACTION**

## **NJTPA**

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

**Routes:** **Mileposts:** **DBNUM:** 22350

**Name:** Electric Vehicle Infrastructure Program

Establishes an electric vehicle infrastructure program to provide funding to strategically deploy electric vehicle (EV) charging infrastructure and to establish an interconnected network to facilitate data collection, access, and reliability.

**Counties:** Various

**Municipalities:** Various

**RCIS Category:** Not Available

**Sponsor:** NJDOT

**Est. Total Project Cost:** (Million)

**TIP:**

**PENDING**

**FY 2022 - 2025 TIP Cost:** (Million) **\$50.154**

**Unconstrained  
Information Year**

MPO	PHASE	SOURCE	2022	2023	2024	2025	2026-2031
Statewide	ERC	NEVFP		\$16.067	\$16.709	\$17.378	\$18.073
				\$16.067	\$16.709	\$17.378	\$18.073

**DATE SUBMITTED:** 7/1/2022



# State of New Jersey

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

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**MPO:** Statewide

**PROJECT:** Electric Vehicle Infrastructure Program

**DBNUM:** 22350

**TRACK #:** SW-22350-0-A-2022

**TYPE OF PROJECT CHANGE:** Project Phase Addition

**ACTION TAKEN:** Adds Electric Vehicle Infrastructure Program into the STIP.  
Adds NEVFP funding for ERC in FFY 23 in the amount of \$16.067M  
Adds NEVFP funding for ERC in FFY 24 in the amount of \$16.709M  
Adds NEVFP funding for ERC in FFY 25 in the amount of \$17.378M  
Adds NEVFP funding for ERC in FFY 26 in the amount of \$18.073M

**REASON FOR CHANGE:**

This is a federal-aid funding category established under the Infrastructure Investment and Jobs Act (IIJA). This action is consistent with the 23 Capital Program.

**MPO ACTION REQUIRED:** Action requires MPO board approval

**FISCAL CONSTRAINT:**

**Comments:** See STATEWIDE FY 22-31 FC Chart 13

**CONFORMITY:**

**PUBLIC INVOLVEMENT:**



PENDING ACTION

## NJTPA

### Transportation Improvement Program Fiscal Years 2022 - 2025

**Routes:** **Mileposts:** **DBNUM:** 22352

**Name:** Carbon Reduction Program

Established pursuant to Section 11403 of the Infrastructure Investment and Jobs Act (IIJA). Eligibility includes establishment or operation of traffic monitoring, management, and control facilities or programs, advanced truck stop electrification systems, advanced transportation and congestion management technologies, development of infrastructure-based intelligent transportation systems capital improvements and the installation of vehicle to infrastructure communications equipment, replacement of street lighting and traffic control devices with energy-efficient alternatives, development of a carbon reduction strategy, and retrofitting of Dedicated Short Range Communication (DSRC) technology.

**Counties:** Various

**Municipalities:** Various

**RCIS Category:** Environment/Air Quality

**Sponsor:** NJDOT

**Est. Total Project Cost:** (Million)

**TIP:**

**PENDING**

**FY 2022 - 2025 TIP Cost:** (Million) \$38.549

**Unconstrained  
Information Year**

MPO	PHASE	SOURCE	2022	2023	2024	2025	2026-2031
Statewide	ERC	CR-B50K200K		\$ .449	\$ .458	\$ .467	\$3.007
Statewide	ERC	CR-B5K50K		\$ .449	\$ .458	\$ .467	\$3.007
Statewide	ERC	CR-FLEX		\$10.598	\$10.810	\$11.026	\$70.943
Statewide	ERC	CR-L5K		\$1.100	\$1.122	\$1.145	\$7.365
				\$12.596	\$12.848	\$13.105	\$84.322

**DATE SUBMITTED:** 7/13/2022



# State of New Jersey

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

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**MPO:** Statewide

**PROJECT:** Carbon Reduction Program

**DBNUM:** 22352

**TRACK #:** SW-22352-0-A-2022

**TYPE OF PROJECT CHANGE:** Project Phase Addition

**ACTION TAKEN:** Adds Carbon Reduction Program to the STIP.  
Adds CR-B50K200K funding for ERC in FFY 23 in the amount of \$.449M  
Adds CR-B50K200K funding for ERC in FFY 24 in the amount of \$.458M  
Adds CR-B50K200K funding for ERC in FFY 25 in the amount of \$.467M  
Adds CR-B50K200K funding for ERC in FFY 26 in the amount of \$.477M  
Adds CR-B50K200K funding for ERC in FFY 27 in the amount of \$.486M  
Adds CR-B50K200K funding for ERC in FFY 28 in the amount of \$.496M  
Adds CR-B50K200K funding for ERC in FFY 29 in the amount of \$.506M  
Adds CR-B50K200K funding for ERC in FFY 30 in the amount of \$.516M  
Adds CR-B50K200K funding for ERC in FFY 31 in the amount of \$.526M  
Adds CR-B5K50K funding for ERC in FFY 23 in the amount of \$.449M  
Adds CR-B5K50K funding for ERC in FFY 24 in the amount of \$.458M  
Adds CR-B5K50K funding for ERC in FFY 25 in the amount of \$.467M  
Adds CR-B5K50K funding for ERC in FFY 26 in the amount of \$.477M  
Adds CR-B5K50K funding for ERC in FFY 27 in the amount of \$.486M  
Adds CR-B5K50K funding for ERC in FFY 28 in the amount of \$.496M  
Adds CR-B5K50K funding for ERC in FFY 29 in the amount of \$.506M  
Adds CR-B5K50K funding for ERC in FFY 30 in the amount of \$.516M  
Adds CR-B5K50K funding for ERC in FFY 31 in the amount of \$.526M  
Adds CR-FLEX funding for ERC in FFY 23 in the amount of \$10.598M  
Adds CR-FLEX funding for ERC in FFY 24 in the amount of \$10.810M  
Adds CR-FLEX funding for ERC in FFY 25 in the amount of \$11.026M  
Adds CR-FLEX funding for ERC in FFY 26 in the amount of \$11.246M  
Adds CR-FLEX funding for ERC in FFY 27 in the amount of \$11.471M  
Adds CR-FLEX funding for ERC in FFY 28 in the amount of \$11.701M  
Adds CR-FLEX funding for ERC in FFY 29 in the amount of \$11.935M  
Adds CR-FLEX funding for ERC in FFY 30 in the amount of \$12.173M  
Adds CR-FLEX funding for ERC in FFY 31 in the amount of \$12.417M  
Adds CR-L5K funding for ERC in FFY 23 in the amount of \$1.1M  
Adds CR-L5K funding for ERC in FFY 24 in the amount of \$1.122M  
Adds CR-L5K funding for ERC in FFY 25 in the amount of \$1.145M  
Adds CR-L5K funding for ERC in FFY 26 in the amount of \$1.167M  
Adds CR-L5K funding for ERC in FFY 27 in the amount of \$1.191M  
Adds CR-L5K funding for ERC in FFY 28 in the amount of \$1.215M  
Adds CR-L5K funding for ERC in FFY 29 in the amount of \$1.239M  
Adds CR-L5K funding for ERC in FFY 30 in the amount of \$1.264M  
Adds CR-L5K funding for ERC in FFY 31 in the amount of \$1.289M

**REASON FOR CHANGE:**

This federal-aid funding category established under the Infrastructure Investment and Jobs Act (IIJA), provides funds for projects to reduce transportation emissions or the development of carbon reduction strategies. This action is consistent with the 23 Capital Program.

**MPO ACTION REQUIRED:** Action requires MPO board approval

**FISCAL CONSTRAINT:**

**Comments:** See STATEWIDE FY 22-31 FC Chart 13

**CONFORMITY:**

**PUBLIC INVOLVEMENT:**

**PENDING ACTION**

## NJTPA

### Transportation Improvement Program Fiscal Years 2022 - 2025

**Routes:** **Mileposts:** **DBNUM:** 22353

**Name:** Protect

Establishes a program for Promoting, Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT). Activities encompass planning, resilience improvements, community resilience and evacuation routes, and at-risk coastal infrastructure.

**Counties:** Various

**Municipalities:** Various

**RCIS Category:** Environment/Air Quality

**Sponsor:** NJDOT

**Est. Total Project Cost:** (Million)

**TIP:**

**PENDING**

**FY 2022 - 2025 TIP Cost:** (Million) \$105.367

**Unconstrained  
Information Year**

MPO	PHASE	SOURCE	2022	2023	2024	2025	2026-2031
Statewide	ERC	PFP		\$34.429	\$35.118	\$35.820	\$230.480
				\$34.429	\$35.118	\$35.820	\$230.480

**DATE SUBMITTED:** 7/13/2022



# State of New Jersey

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

MPO: **Statewide**

PROJECT: **Protect**

DBNUM: 22353

TRACK #: SW-22353-0-A-2022

TYPE OF PROJECT CHANGE: Project Phase Addition

ACTION TAKEN: Adds Protect to the STIP

Adds PFP funding for ERC in FFY 23 in the amount of \$34.429M

Adds PFP funding for ERC in FFY 24 in the amount of \$35.118M

Adds PFP funding for ERC in FFY 25 in the amount of \$35.820M

Adds PFP funding for ERC in FFY 26 in the amount of \$36.537M

Adds PFP funding for ERC in FFY 27 in the amount of \$37.268M

Adds PFP funding for ERC in FFY 28 in the amount of \$38.013M

Adds PFP funding for ERC in FFY 29 in the amount of \$38.773M

Adds PFP funding for ERC in FFY 30 in the amount of \$39.549M

Adds PFP funding for ERC in FFY 31 in the amount of \$40.340M

REASON FOR CHANGE:

This federal-aid funding category established under the Infrastructure Investment and Jobs Act (IIJA), provides funds for planning, resilience improvements, community resilience and evacuation routes, and at-risk coastal infrastructure. This action is consistent with the 23 Capital Program.

MPO ACTION REQUIRED: Action requires MPO board approval

FISCAL CONSTRAINT:

Comments: See STATEWIDE FY 22-31 FC Chart 13

CONFORMITY:

PUBLIC INVOLVEMENT:



**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

**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.

## Summary of Action

### **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**

**Action:** In order to advance several NJ TRANSIT projects, NJTPA Central Staff and NJ TRANSIT have jointly requested amending the FY 2022 – 2025 Transportation Improvement Program (TIP) to transfer available Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) funds from the NJTPA, Future Projects program line and add them to two NJ TRANSIT program line items.

**Background:** Title IV of the CRRSAA, division M, Public Law (Pub. L. No. 116-260), enacted on December 27, 2020, appropriated an additional \$10 billion for Federal Highway Administration (FHWA) Highway Infrastructure Programs (HIP). Of this amount, \$9.84 billion has been set aside and apportioned for eligible activities nationwide. These funds may also be used for other purposes as specified by the CRRSAA or may be transferred to another federal agency (e.g., Federal Transit Administration), public tolling agencies, or a ferry system that provides a public transportation benefit. New Jersey's New York-Newark urbanized area was allocated \$43.645 million of the apportioned funds. These funds are currently programmed in the TIP's regionwide program line item NJTPA, Future Projects (DB# N063), in Federal Fiscal Year (FFY) 2022.

This TIP action is required to transfer these urbanized area CRRSAA funds to two NJ TRANSIT program line items, where the funds can benefit the NJTPA region and its transit users. The funds will be used to advance eligible local transit projects jointly discussed and designated by NJTPA Central Staff and NJ TRANSIT. The attached documents, including NJ TRANSIT's request for amendment of the TIP, provide further details on the requested programming revisions and designated projects.

According to the *TIP Memorandum of Understanding* 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, action is required by the NJTPA Project Prioritization Committee and the NJTPA Board of Trustees. The programs and the projects designated for the CRRSAA funds are exempt from an air quality conformity determination and do not impact the current conformity determination. Fiscal constraint is maintained.

#### **Minor Amendment:**

- **NJTPA, Future Projects DB# N063**

This program line item provides funding support for unanticipated, NJTPA-selected, local projects. The projects to be allocated the FFY 2022 CRRSAA-NY/NWK funds will be advanced by NJ TRANSIT. In order to advance the projects, funds must be transferred to NJ TRANSIT for authorization, by removing them from DB# N063 and adding them to the two NJ TRANSIT program line items noted below (DB# T08 and DB# T210). (*FFY 2022, Transfer (remove): \$43.645 million of CRRSAA-NY/NWK funds*)

- **Bus Support Facilities and Equipment DB# T08**

This NJ TRANSIT program line item provides funding support for maintenance of its bus fleet and facilities. Once the CRRSAA-NY/NWK funds are transferred to NJ TRANSIT, \$24.500 million of these funds will be added into this program line item to support the Hilton Bus Garage Electrification Project. *(FFY 2023, Add: \$24.5 million of CRRSAA-NY/NWK funds for ERC)*

- **Transit Enhancements/Transportation Alternatives Program (TAP)/ Alternative Transit Improvements (ATI)**

**DB# T210**

This NJ TRANSIT program line item provides funding support for the advancement of projects that enhance transit service or use. Once the CRRSAA-NY/NWK funds are transferred to NJ TRANSIT, \$19.145 million of these funds will be added into this program line item to support community shuttle pilot routes, solar bus shelters, bike sheds, electric mini-buses, and new bus studies - including an E-Mini-Bus Transition Support study and the NewBus Hudson study. *(FFY 2023, Add: \$19.145 million of CRRSAA-NY/NWK funds for ERC)*

**Justification for Action:** Approval of these minor amendments to the FY 2022 – 2025 TIP will allow the funds to be secured and projects under these program line items 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:** 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)** \$1,335.147**TIP:****CURRENT****FY 2022 - 2025 TIP Cost: (Million)** \$628.549**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	\$71.900	\$71.610	\$22.910	\$17.100	\$281.138
NJTPA	ERC	STBGP-PGH/NWB	\$ .190	\$ .192	\$ .195	\$ .197	\$1.241
			\$264.594	\$177.905	\$99.060	\$86.990	\$700.698

**PENDING****FY 2022 - 2025 TIP Cost: (Million)** \$584.904**Unconstrained  
Information Year**

MPO	PHASE	SOURCE	2022	2023	2024	2025	2026-2031
NJTPA	ERC	CRRSAA-ALLEN	\$ .230				
NJTPA	ERC	CRRSAA-PGH/NWB	\$ .080				

**DATE SUBMITTED:** 7/21/2022

**PENDING ACTION**

## **NJTPA**

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

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	\$71.900	\$71.610	\$22.910	\$17.100	\$281.138
NJTPA	ERC	STBGP-PGH/NWB	\$.190	\$.192	\$.195	\$.197	\$1.241
			\$220.949	\$177.905	\$99.060	\$86.990	\$700.698

**DATE SUBMITTED: 7/21/2022**

PENDING ACTION

## NJTPA

### Transportation Improvement Program Fiscal Years 2022 - 2025

Routes: TRANSIT /

Mileposts:

DBNUM: T08

Name: Bus Support Facilities and Equipment

#### CURRENT

##### DESCRIPTION

This program provides funds to maintain NJ TRANSIT's bus fleet including but not limited to, bus tires, engines and transmissions and other parts, support vehicles\equipment (for bus operations), maintenance equipment, and bus mid-life overhaul needs. Also included is midlife rehabilitation of bus facilities, other capital improvements to various support facilities and bus mid-life overhauls including but not limited to acquisition of properties and any items or services needed to support the acquisition. This program also involves the replacement of two CNG Compressor filling stations at Howell Garage.

#### PENDING

##### DESCRIPTION

This program provides funds to maintain NJ TRANSIT's bus fleet including but not limited to, bus tires, engines and transmissions and other parts, support vehicles\equipment (for bus operations), maintenance equipment, and bus mid-life overhaul needs. Also included is midlife rehabilitation of bus facilities, other capital improvements to various support facilities and bus mid-life overhauls including but not limited to acquisition of properties and any items or services needed to support the acquisition. This program also involves the replacement of two CNG Compressor filling stations at Howell Garage.

FY 2023 CRRSAA-NY/NWK funds are earmarked to modifications at the Hilton Bus Garage to support bus fleet electrification.

Counties: Various

Municipalities: Various

Project Type: Transit Preservation

RCIS Category: Transit Preservation

Sponsor: NJ TRANSIT

Est. Total Project Cost: (Million) \$52.950

##### PRIOR YEAR:

#### CURRENT

Unobligated Prior Year Funding Project:	Fund	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021
Bus Support Facilities and Equipment	SECT 5307					\$2.000
	SECT 5337					\$20.000
	SECT 5339					\$33.933
	SECT 5339/5307					\$3.055

#### PENDING

Unobligated Prior Year Funding Project:	Fund	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021
Bus Support Facilities and Equipment	SECT 5307					\$2.000
	SECT 5337					\$20.000
	SECT 5339					\$33.933
	SECT 5339/5307					\$3.055

##### TIP:

#### CURRENT

FY 2022 - 2025 TIP Cost: (Million) \$27.643

Unconstrained  
Information Year

MPO	PHASE	SOURCE	2022	2023	2024	2025	2026-2031
NJTPA	ERC	SECT 5339		\$ .350	\$ .350	\$ .350	\$2.100
NJTPA	ERC	STATE	\$10.864	\$5.128	\$5.128	\$5.474	\$23.207
			\$10.864	\$5.478	\$5.478	\$5.824	\$25.307

DATE SUBMITTED: 7/21/2022

*PENDING ACTION*

## NJTPA

### Transportation Improvement Program Fiscal Years 2022 - 2025

*PENDING*

Unconstrained  
Information Year

FY 2022 - 2025 TIP Cost: (Million) \$52.143

MPO	PHASE	SOURCE	2022	2023	2024	2025	2026-2031
NJTPA	ERC	CRRSAA-NY/NWK		\$24.500			
NJTPA	ERC	SECT 5339		\$.350	\$.350	\$.350	\$2.100
NJTPA	ERC	STATE	\$10.864	\$5.128	\$5.128	\$5.474	\$23.207
			\$10.864	\$29.978	\$5.478	\$5.824	\$25.307

DATE SUBMITTED: 7/21/2022

PENDING ACTION

## NJTPA

### Transportation Improvement Program Fiscal Years 2022 - 2025

Routes: TRANSIT /

Mileposts:

DBNUM: T210

Name: Transit Enhancements/Transp Altern Prog (TAP)/Altern Transit Improv (ATI)

#### CURRENT

##### DESCRIPTION

Funding is provided for projects or project elements that are designed to enhance mass transportation service or use and are physically or functionally related to transit facilities as outlined in FTA Circular 9030.1E., including funding for a Statewide Bus Signs and Shelter Maintenance Upgrade Program and historic restoration of NJ TRANSIT facilities. There will be a cash match for Section 5312 funding only. Toll Credit will be used as the non-federal match. An explanation of toll credit can be found in the introduction section of the STIP.

#### PENDING

##### DESCRIPTION

Funding is provided for projects, project elements or supportive analysis that are designed to enhance mass transportation service or use, access to transit service, and are physically or functionally related to transit facilities as outlined in FTA Circular 9030.1E., including funding for a Statewide Bus Signs and Shelter Maintenance Upgrade Program restoration of NJ TRANSIT facilities. There will be a cash match for Section 5312 funding only. Toll Credit will be used as the non-federal match. An explanation of toll credit can be found in the introduction section of the STIP.

FY 2023 CRRSAA-NY/NWK funds are earmarked to support initiatives jointly designated by NJTPA and NJ TRANSIT, including community shuttle pilot routes, bus shelters, bike sheds, electric mini buses, new bus studies including an E-Mini-Bus Transition Support study and the NewBus Hudson study, and associated supportive activities and materials.

Counties: Various

Municipalities: Various

Project Type: Transit Enhancement

RCIS Category: Transit Enhancement

Sponsor: NJ TRANSIT

Est. Total Project Cost: (Million) \$810.523

##### PRIOR YEAR:

#### CURRENT

Unobligated Prior Year Funding Project:	Fund	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021
Transit Enhancements	SECT 5307					\$7.004
	SECT 5337					\$15.167
	SECT 5339					\$1.699
	STP-TE					\$1.400

#### PENDING

Unobligated Prior Year Funding Project:	Fund	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021
Transit Enhancements	SECT 5307					\$7.004
	SECT 5337					\$15.167
	SECT 5339					\$1.699
	STP-TE					\$1.400

##### TIP:

#### CURRENT

FY 2022 - 2025 TIP Cost: (Million) \$226.172

Unconstrained  
Information Year

MPO	PHASE	SOURCE	2022	2023	2024	2025	2026-2031
NJTPA	ERC	SECT 5307			\$566	\$10.990	\$24.395
NJTPA	ERC	SECT 5339	\$14.558	\$14.558	\$14.558	\$14.558	\$87.346

DATE SUBMITTED: 7/21/2022



**PENDING ACTION**

## **NJTPA**

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

NJTPA	ERC	STATE		\$59.490	\$54.921	\$39.174	\$468.410
NJTPA	ERC	STP-TE	\$.700	\$.700	\$.700	\$.700	\$4.200
			\$15.258	\$74.748	\$70.745	\$65.421	\$584.351

**PENDING**

**FY 2022 - 2025 TIP Cost: (Million) \$245.317**

**Unconstrained  
Information Year**

MPO	PHASE	SOURCE	2022	2023	2024	2025	2026-2031
NJTPA	ERC	CRRSAA-NY/NWK		\$19.145			
NJTPA	ERC	SECT 5307			\$.566	\$10.990	\$24.395
NJTPA	ERC	SECT 5339	\$14.558	\$14.558	\$14.558	\$14.558	\$87.346
NJTPA	ERC	STATE		\$59.490	\$54.921	\$39.174	\$468.410
NJTPA	ERC	STP-TE	\$.700	\$.700	\$.700	\$.700	\$4.200
			\$15.258	\$93.893	\$70.745	\$65.421	\$584.351

**DATE SUBMITTED: 7/21/2022**

**Philip D. Murphy**, Governor  
**Sheila Y. Oliver**, Lieutenant Governor  
**Diane Gutierrez-Scaccetti**, Commissioner  
**Kevin S. Corbett**, President & CEO

**NJ TRANSIT**  
One Penn Plaza East  
Newark, NJ 07105-2246  
973-491-7000

July 27, 2022

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

Re: Request for Amendment of the FY2022-25 Transportation Improvement Program  
T08 (Bus Support Facilities and Equipment)  
T210 (Transit Enhancements/Transp. Altern. Prog/Altern. Transit Improv.)

Dear Mr. Behrend:

On behalf of NJ TRANSIT, I am submitting for your approval an amendment to NJTPA's FY 2022-2025 Transportation Improvement Program (TIP). The amendment package will add FY 2023 CRRSAA NY/NWK funds in the amount of \$24,500,000 to program T08 (Bus Support Facilities and Equipment) to support the Hilton Bus Garage Electrification Project. The amendment package also includes the addition of FY23 CRRSAA-NY/NWK funds in the amount of \$19,145,025 to program T210 (Transit Enhancements/Transp. Altern. Prog/Altern. Transit Improv.) to support transit enhancement initiatives jointly designated by NJTPA and NJ TRANSIT, including community shuttle pilot routes, bus shelters, bike sheds, electric mini-buses, and new bus studies including an E-Mini-Bus Transition Support study and the NewBus Hudson study.).

At this time, unrelated, pending TIP actions prevent us from submitting this amendment package in E-STIP. We will do so as soon as those matters are resolved and E-STIP is available. To help facilitate NJTPA's advancement of these TIP amendments, pertinent details about the individual TIP actions are provided on the following pages.

NJ TRANSIT is pleased to be able to submit this amendment request, which as you know is the result of considerable coordination between NJTPA and NJ TRANSIT over the last few months. I'm sure you will agree that the proposed projects and efforts that will be made possible by the availability of CRRSAA funding will provide numerous benefits across the NJTPA region and its transit users. We have prepared short descriptions for each of the proposed projects and efforts, which are also attached.

Our thanks to you, Jeff Perlman and all the NJTPA personnel involved in coordinating this CRRSAA funding proposal and advancing the TIP amendment package. Please let us know if you require

additional information or have any questions. We look forward to working with you on advancing this TIP amendment package, and of course, the projects and studies that will result.

Sincerely,

A handwritten signature in black ink, appearing to read "Louis Millan", with a stylized, cursive script.

Louis Millan  
Senior Program Director – Capital Planning

Copy to:

- J. Perlman, NJTPA
- E. Johnson, NJTPA
- A. Ludwig, NJTPA
- J. Colangelo-Bryan, NJ TRANSIT
- J. Dean, NJ TRANSIT
- L. DiGiovanni, NJ TRANSIT
- B. Quinde, NJ TRANSIT
- J. Vari, NJ TRANSIT
- S. Young, NJ TRANSIT

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**PROJECT:** Bus Support Facilities and Equipment

**DBNUM:** T08

**TYPE OF PROJECT CHANGE:** Project Cost Increase

**ACTION TAKEN:** NJ TRANSIT is requesting an amendment to program T08 in the NJTPA region, to add FY23 CRRSAA-NY/NWK funds in the amount of \$24.5M.

**REASON FOR CHANGE:** FY23 CRRSAA-NY/NWK funds will be used to support the Hilton Bus Garage Electrification Project.

**MPO ACTION REQUIRED:** Action requires MPO Board approval

**FISCAL CONSTRAINT:** New funding, sourced from program N063; fiscal constraint is maintained

**PROGRAM DESCRIPTION (AFTER):**

This program provides funds to maintain NJ TRANSIT's bus fleet including but not limited to, bus tires, engines and transmissions and other parts, support vehicles\equipment (for bus operations), maintenance equipment, and bus mid-life overhaul needs. Also included is midlife rehabilitation of bus facilities, other capital improvements to various support facilities and bus mid-life overhauls including but not limited to acquisition of properties and any items or services needed to support the acquisition. This program also involves the replacement of two CNG Compressor filling stations at Howell Garage. FY 2023 CRRSAA-NY/NWK funds are earmarked to modifications at the Hilton Bus Garage to support bus fleet electrification.

**PROGRAMMING LINE ITEM:** NJTPA ERC CRRSAA-NY/NWK FY23 \$24.5M

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**PROJECT:** Transit Enhancements/Transp Altern Prog (TAP)/Altern Transit Improv (ATI)

**DBNUM:** T210

**TYPE OF PROJECT CHANGE:** Project Cost Increase

**ACTION TAKEN:** NJTRANSIT is requesting an amendment to program T210 in the NJTPA region, to add FY23 CRRSAA-NY/NWK funds in the amount of \$19.145M.

**REASON FOR CHANGE:** FY23 CRRSAA-NY/NWK funds will be used to support transit enhancement initiatives jointly designated by NJTPA and NJ TRANSIT, including community shuttle pilot routes, bus shelters, bike sheds, electric mini buses, and new bus studies including an E-Mini-Bus Transition Support study and the NewBus Hudson study.

**MPO ACTION REQUIRED:** Action requires MPO Board approval

**FISCAL CONSTRAINT:** New funding, sourced from program N063; fiscal constraint is maintained

**PROGRAM DESCRIPTION (AFTER):**

Funding is provided for projects, project elements or supportive analysis that are designed to enhance mass transportation service or use, access to transit service, and are physically or functionally related to transit facilities as outlined in FTA Circular 9030.1E., including funding for a Statewide Bus Signs and Shelter Maintenance Upgrade Program restoration of NJ TRANSIT facilities. There will be a cash match for Section 5312 funding only. Toll Credit will be used as the non-federal match. An explanation of toll credit can be found in the introduction section of the STIP.

FY 2023 CRRSAA-NY/NWK funds are earmarked to support initiatives jointly designated by NJTPA and NJ TRANSIT, including community shuttle pilot routes, bus shelters, bike sheds, electric mini buses, new bus studies including an E-Mini-Bus Transition Support study and the NewBus Hudson study, and associated supportive activities and materials.

**PROGRAMMING LINE ITEM:** NJTPA ERC CRRSAA-NY/NWK FY23 \$19.145M

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## **CRRSAA Project Descriptions**

### **Hilton Bus Garage Electrification Project**

The Hilton Bus Garage electrification project is the next logical step in NJ TRANSIT's progress to the transition to a fully zero emissions bus fleet in accordance with state law. Efforts to date at Newton Bus Garage in Camden County focused on the implementation of a limited number of battery electric buses via plug-in charger. The Hilton Bus Garage electrification project in Essex County will implement an overhead pantograph charging system that is both hands-free for increased safety and scalable for mass-charging use. This project will provide a standardized overhead gantry system that will support the chargers and the charging cabinet equipment. Once designed and tested, the intention is to use the refined system to provide simple and efficient charging infrastructure that can be quickly implemented in the majority of NJ TRANSIT's bus garages. The CRRSAA funding proposed for this project will pay for the pantograph charging system and supporting charging equipment.

### **Community Shuttle Pilot Routes**

NJ TRANSIT seeks to create two or more community shuttle services to provide first/last mile access to transit hubs, thereby extending the reach of transit to areas where traditional fixed route service may be infeasible or ineffective. The CRRSAA funds would support a multi-year shuttle pilot program that would offer on-demand service using smaller, accessible minibuses or vans, and hailed by an app or other suitable means. Pilot locations may include Port Newark/Newark Airport as an implementation of a "NewBus Newark" initiative, the Englewood-Teaneck area of Bergen County to provide coverage in between two highly utilized bus corridors, and in the US Rt 9 corridor in central NJ to provide connections among compact development adjacent to the corridor and bus hubs along the corridor.

### **Solar Bus Shelters – Retrofit and New Design Constructability & Pilot Implementation**

NJ TRANSIT is undertaking the design of a new, state of the art solar powered, low maintenance bus shelter. The primary intentions are to improve safety by providing solar powered lighting, and to develop a practical but aesthetically pleasing shelter design. NJ TRANSIT is proposing a multi-pronged approach, including retrofit of up to 10% of existing bus shelters with solar lighting where feasible, as well as design of a new shelter which would be implemented through a pilot project, and then incorporated into the existing bus shelter program. NJ TRANSIT has recently contracted to design a conceptual solar shelter, which will include development of specifications to facilitate manufacturing. The requested funding will be used for the aforementioned retrofit effort; to facilitate tooling and manufacture of the new-design shelters; to support a pilot implementation project that would install up to 50 new-design solar shelters at key locations across the NJTPA region; and, with proof of concept, to install up to 150 additional new-design shelters as part of NJT's regular bus shelter program.

### **Bike Sheds**

NJ TRANSIT is preparing an RFP to obtain a service provider to build, operate, and maintain bike "sheds" that can store multiple bicycles and scooters at rail and bus hubs. The intended sheds would be durable, secure, and accessible to users 24/7 through an app or other convenient method. These would encourage non-motorized first/last mile access to and from transit hubs in the region. Funding under the CRRSAA program would support the bike shed program and related bicycle facility improvements and amenities. CRRSAA funding will supplement the initial RFP deployment funded by CMAQ funds and form the basis of a Phase 2 expansion of the program.

### **Electric Mini-Buses**

NJ TRANSIT operates minibuses in its Access Link complementary paratransit system and also purchases and distributes minibuses for use by county, municipal, and non-profit subrecipients of FTA Section 5310 and 5311 funds. There is growing interest in deploying battery-electric powered minibuses for these services, however, there is currently a low level of experience and readiness to purchase and use these vehicles in revenue service. The CRRSSA funds would allow NJ TRANSIT to purchase up to five (5) battery electric minibuses and chargers to deploy in the region as part of the Access Link fleet, potentially through a cooperative purchase with another state also pursuing battery electric minibuses. These would become a “living laboratory” to demonstrate how to operate, maintain, and schedule service for NJ TRANSIT and our subrecipient partners. NJ TRANSIT would separately fund professional services support to define and analyze vehicle performance and create a program to assist subrecipient deployment.

### **Local Electric Vehicle Minibus Transition Study and Technical Support Study**

NJ TRANSIT procures minibuses for use by county, municipal, and non-profit subrecipients of FTA 5310 and 5311 funds and FHWA CMAQ funds. Interest in transitioning to battery-electric minibuses by NJ TRANSIT’s “Access Link” paratransit system, and local and non-profit recipients is growing, and electrification of buses is a key regional greenhouse gas reduction strategy. Small transportation providers face challenges transitioning to an electric vehicle fleet, including cost, procurement, charging facilities, maintenance and safety, driver training, and adjustment of routing and scheduling to meet the operational characteristics of EVs. There is a lack of experience and readiness by local government and non-profit entities to use electric minibuses in their services. Therefore, a study led by NJ TRANSIT with consultant support as needed is proposed to characterize the knowledge gaps hindering the transition to EV minibuses and provide technical assistance to subrecipients and Access Link looking to deploy electric minibuses. This study will also develop guidance for local and non-profit providers of transit service and support the state and local EV Infrastructure Deployment Plans. A final Guidebook-style document that can guide additional subrecipients will be among the products of the study.

### **NewBus Hudson Study**

This bus network redesign project will utilize numerous approaches to better understand ridership trends and other barriers to mass transit usage in Hudson County. Study tactics include a market assessment of specific localities and potential customers to determine effectiveness and competitiveness of transit options; service evaluation, an analysis of strengths, deficiencies, gaps, and opportunities of the existing local bus network; stakeholder and public involvement intended to develop a comprehensive Public Involvement Plan that identifies a range of outreach approaches targeting key internal and external stakeholders. Using the data collected, NJT will create service and capital plans, which are expected to include strategies and solutions for addressing a regional decline in bus ridership.





**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

**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.

## Summary of Action

### **Endorsement of Established Traffic Congestion Performance Measure Targets for the New York-Newark, Philadelphia, and Allentown-Bethlehem-Easton Urbanized Areas**

**Action:** Endorsement of established quantitative targets for Congestion Mitigation and Air Quality Improvement (CMAQ) traffic congestion performance measures—percent non-single occupant vehicle (non-SOV) travel, and peak hour excessive delay (PHED) per capita—for the New York-Newark, Philadelphia, and Allentown-Bethlehem-Easton urbanized areas.

**Background:** Among other national performance measures, regulations from the Federal Highway Administration's (FHWA) establish standard CMAQ Program traffic congestion performance measures. With the second four-year performance period (2022-2025) now underway, these traffic congestion performance measures are applicable to all urbanized areas (UZAs) with over 200,000 population (previously 1 million for the first performance period) that include National Highway System (NHS) mileage and have designated air quality nonattainment or maintenance areas for ozone (O<sub>3</sub>), carbon monoxide (CO), or particulate matter (PM<sub>10</sub> and PM<sub>2.5</sub>). The NJTPA planning area overlaps three such UZAs: the majority of the region is within the New York–Newark, NY–NJ–CT (“New York-Newark”) UZA and very small portions are in the Philadelphia, PA–NJ–DE–MD (“Philadelphia”) and Allentown–Bethlehem–Easton, PA–NJ (“Allentown”) UZAs.

For each of the national performance measures, states and MPOs are required to collaborate closely on: collecting data, reporting performance to FHWA, and setting short term (generally 2- and 4-year) targets for their specific jurisdictions. These targets support agency performance-based planning and programming and must be included in documents such as the Long Range Transportation Plan and Transportation Improvement Program. The NJTPA is required to participate in collaborative setting of unified targets for each of the New York-Newark, Philadelphia, and Allentown UZAs.

In the New York-Newark UZA, this included the NJ Department of Transportation (NJDOT), the New York State Department of Transportation (NYSDOT), the New York Metropolitan Transportation Council (NYMTC), and the Delaware Valley Regional Planning Commission (DVRPC).

In the Philadelphia UZA, collaboration included NJDOT, the Pennsylvania Department of Transportation (PennDOT), the Maryland Department of Transportation (MDOT), the Delaware Department of Transportation (DelDOT), DVRPC, the South Jersey Transportation Planning Organization (SJTPO), the Wilmington Area Planning Council (WILMAPCO), and the Lancaster County Transportation Coordinating Council (LCTCC); and

In the Allentown UZA, collaboration included NJDOT, PennDOT, the Lehigh Valley Transportation Study (LVTS), DVRPC, the Northeastern Pennsylvania Planning Alliance MPO (NEPA), and the Reading Area Transportation Study (RATS)

These targets will complement those for other performance measures in areas of travel time reliability, emissions reduction, and roadway and transit safety and infrastructure conditions.

The traffic congestion measures are:

- percent non-single occupant vehicle (non-SOV) travel
- peak hour excessive delay (PHED) per capita

Representatives from the agencies in each of the three urbanized areas worked to identify and agree upon the single, unified 2- and 4-year targets for each measure for each UZA, with the understanding that FHWA regulations allow the 4-year targets to be adjusted midway through the performance period (by October 1, 2024).

### **Percent non-SOV travel**

This performance measure recognizes the role that single-occupant vehicles plays in contributing to traffic congestion and pollutant emissions. Percent non-SOV travel for the urbanized area is calculated using U.S. Census American Community Survey (ACS) data about journey-to-work trips. Non-SOV includes anything other than driving alone, including carpool, train, bus, walk, bike, taxi, rideshare, and even working at home.

The most current data shows that, for the New York-Newark UZA, over half (52.4%) of the residents used a non-SOV mode as their primary commute mode (as measured by the 2016-2020 5-year ACS). The trend has been a modest increase in recent years.

For target setting, the agency discussions highlighted this and other considerations, including: consistency with policy goals, long-range forecasts, other trends in population, employment and ridesharing, public transit capacity constraints, the limited short-term impact of transportation projects and programs, the potential impacts of New York City congestion pricing, and the uncertainty from numerous external factors, including transportation impacts from the COVID-19 pandemic, and recent increases in inflation, particularly gas prices.

The group noted that while some workers are returning to offices after working from home during the height of the pandemic, it is likely that at least in the near term, there will be telecommuting that is higher than during pre-pandemic. Because telecommuting counts as a non-SOV mode, this would lead to an increase in the percent of non-SOV commuters from pre-pandemic conditions. Counter to that, some commuters that previously took transit may shift to driving alone for health reasons, which would lower the percent of non-SOV commuters. Thus, the group anticipated that the sharp rise in non-SOV commuting seen during the height of the pandemic would likely not be maintained.

However, it was recognized that the performance measure's data source—surveys collected over a 5-year time frame—may limit the responsiveness of the measure to changing conditions. That is, surveys collected in 2020 and 2021 will continue to be included throughout this performance period. Thus, even to the extent that the pandemic impacts are transitory, any decreases in measured non-SOV travel would be diluted in the measurements until the next performance period.

Based on these considerations, the New York-Newark UZA MPOs and state DOTs agreed that an appropriate 2-year target (corresponding to the 2018-2022 5-year ACS period) is to maintain the percent non-SOV travel at 52.4%; and that an appropriate 4-year target (corresponding to the 2020-2024 5-year ACS period) would be a slight increase to 52.5%.

For the Philadelphia UZA, slightly less than one third (30.6%) of the residents used a non-SOV mode for their journey to work as reported by the 2016-2020 5-year ACS. Similar to the New York-Newark UZA, non-SOV use in the Philadelphia UZA has shown modest increases in recent years, and the agency discussions highlighted similar considerations and uncertainties as discussed in the New York-Newark UZA. The Philadelphia UZA MPOs and state DOTs agreed that both the 2-year and 4-year targets would represent a slight decrease in the percent non-SOV travel, to 30.0%.

For the Allentown UZA, slightly less than one fifth (19.7%) of the residents used a non-SOV mode for their journey to work as reported by the 2016-2020 5-year ACS. Historic values for non-SOV travel in the Allentown UZA were slightly lower pre-pandemic, and averaged 18.6% for the prior two 5-year ACS periods (2014-2018 and 2015-2019). The Allentown UZA MPOs and state DOTs agreed to set both the 2-year and 4-year targets to that pre-pandemic average value of 18.6%, which is slightly below the 2016-2020 reported value.

### **Annual Hours of Peak Hour Excessive Delay (PHED) Per Capita**

This is a measure of congestion on all roadways of the National Highway System (mostly roads that are principal arterials or greater functional class) in the urbanized area. The measure sums up excessive delay experienced by travelers throughout an entire year on those roads, specifically during peak periods (weekdays from 6-10 am and 3-7 pm).

The measure focuses on “excessive” delay, recognizing that some level of congestion is acceptable and is thus not counted by this measure. FHWA defines the threshold for excessive delay by considering travel slower than 20 miles per hour or 60% of the posted speed limit, whichever is greater. The excessive travel time is the time that is more than what it would take to travel at these threshold speeds. The “per capita” counts the total delay as shared by all residents; hence if some trips can be avoided or shifted to walking or biking or shifted out of the peak period, the measure would show improvement. The delay is added up for all travelers, however; hence a bus with 25 passengers excessively delayed by 10 minutes adds up to 250 person-minutes of delay.

Data for this measure is based largely on archived real-time statistics continuously reported at 15-minute intervals for the entire year. Other data on traffic volumes and vehicle types, distributions of traffic over the peak periods and estimates of vehicle occupancy are folded in. Annual person-hours of excessive delay on each roadway segment is added up for the entire urbanized area, and is then divided by the urbanized area population, to result in the final performance measure.

The partner groups have compiled the best available data, with staff assisting various expert technical teams that provided the needed computations. Unfortunately, historical trend data is untrustworthy for this measure (due to changes in data collection and reporting over time).

Based on data collected in 2021, the New York-Newark UZA experienced *20.9 person-hours per person of peak hour excessive delay*. Target discussions included similar considerations as for the percent non-SOV measure. The group noted that traffic has returned to near pre-pandemic conditions, and that construction projects (which are anticipated to increase due to funding from the Infrastructure Investment and Jobs Act) would likely contribute to temporary increases in excessive delay. The group agreed that an appropriate 2-year target (for 2023) would be a slight increase to 22.0 person-hours per person (which was the 4-year target from the previous performance period). A 4-year target (for 2025) reflects a subsequent slight decrease in excessive delay to *21.0 person-hours per person*.

For the Philadelphia UZA, the estimate of current (2021) peak hour excessive delay is *13.1 person-hours per person*. The consensus 2-year target represents a slight increase to *15.2 person-hours per person*, and the 4-year target represents a subsequent very slight decrease to *15.1 person-hours per person*.

For the Allentown UZA, the estimate of current (2021) peak hour excessive delay is *7.1 person-hours per person*. The consensus was to set both the 2-year and 4-year targets to the pre-pandemic average value of *8.4 person-hours per person*, which is slightly above the 2021 reported value.

A summary of the baseline and target values is included in the following table:

Urbanized Area	Traffic Congestion Measure	Baseline	2-Year Target	4-Year Target
New York-Newark, NY-NJ-CT	Percent non-SOV travel	52.4%	52.4%	52.5%
	PHED per capita	20.9	22.0	21.0
Philadelphia, PA-NJ-DE-MD	Percent non-SOV travel	30.6%	30.0%	30.0%
	PHED per capita	13.1	15.2	15.1
Allentown-Bethlehem-Easton, PA-NJ	Percent non-SOV travel	19.7%	18.6%	18.6%
	PHED per capita	7.1	8.4	8.4

**Justification for Action:** The NJTPA is required to establish these performance measure targets in order to comply with federal regulations. In addition, these targets need to be established for incorporation in an NJTPA CMAQ Performance Plan, also required by federal regulations and due to NJDOT by October 1, 2022. These performance measure targets were collaboratively developed by the necessary partner agencies (all MPOs and state DOTs involved in each urbanized area). The targets were developed by examining various data sources and trends, along with established agency policy.

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

# NJTPA Urbanized Areas (UZA) Traffic Congestion Measure Targets

Second Four-Year Performance Period (Jan 2022–Dec 2025)

New York-Newark, Philadelphia, and Allentown-Bethlehem-Easton

## CMAQ Traffic Congestion measures and data sources:

- *Percent of non-single occupancy vehicle travel (Non-SOV)*
  - Census 5-year American Community Survey (ACS) journey to work
  - All modes other than drive-alone (carpool, transit, bike, walk, work from home, etc.)
  - One year lag in data availability
- *Peak hour excessive delay per capita (PHED)*
  - National Performance Measure Research Data Set (NPMRDS): archived travel times on National Highway System (NHS) roadways
  - State DOTs: posted speed limits
  - Census ACS: 5-year population estimates

## Target considerations

### Goals, long-range planning/policy

- Increase non-SOV travel
- Decrease excessive delay

### Trends

- Historical increase in % non-SOV travel
- Related trends: population, employment, vehicle miles, transit ridership
- Growth in ridesharing services
- Short-term delays from construction projects (PHED)
- 5-year ACS continues to include 2020 data (non-SOV)

### Approach

- Moderate changes
- Attempt to set targets to reflect improving conditions where appropriate
- Ability to modify 4-year target in October 2024

### Constraints (near-term)

- Public transit capacity, modeling suggests little non-SOV growth
- Difficulties addressing congestion in urban areas, limited impact from current projects
- Competing priorities in other performance areas (e.g., safety, infrastructure condition, climate change)

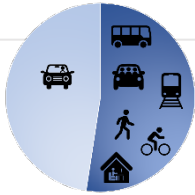
### Uncertainties

- Long-term changes (work-from-home, transit)
- Gas prices, inflation
- NYC Congestion pricing (2023?)

## Second Four-Year Performance Period (Jan 2022–Dec 2025) Baseline and Target Values

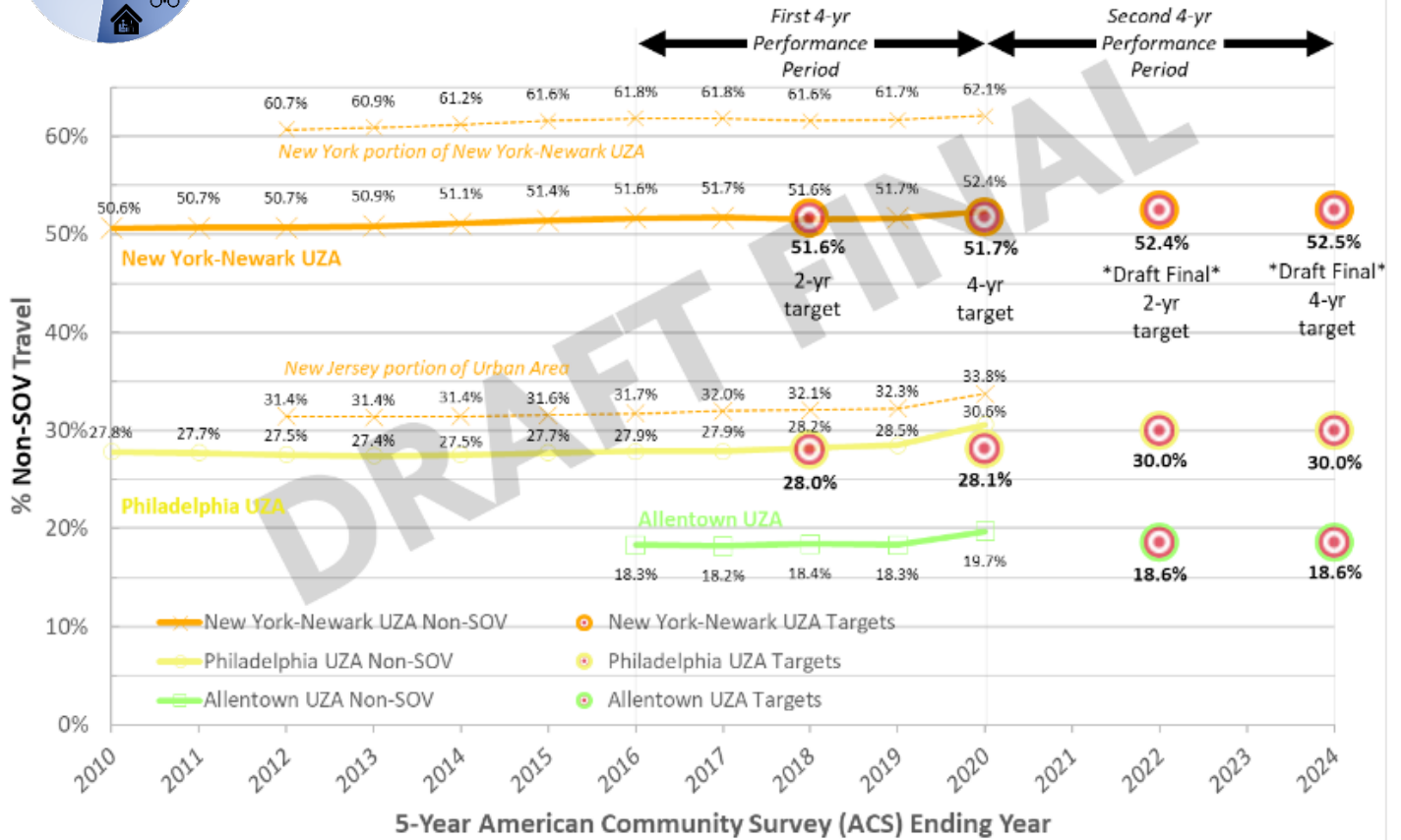
Urbanized Area	Traffic Congestion Measure	Baseline	2-Year Target	4-Year Target
New York-Newark, NY-NJ-CT	Percent non-SOV travel	52.4%	52.4%	52.5%
	PHED per capita	20.9	22.0	21.0
Philadelphia, PA-NJ-DE-MD	Percent non-SOV travel	30.6%	30.0%	30.0%
	PHED per capita	13.1	15.2	15.1
Allentown-Bethlehem-Easton, PA-NJ	Percent non-SOV travel	19.7%	18.6%	18.6%
	PHED per capita	7.1	8.4	8.4

The following charts show data trends, first performance period targets and draft final second-performance period targets. Map shows the extent of all UZAs overlapping and near the NJTPA region.



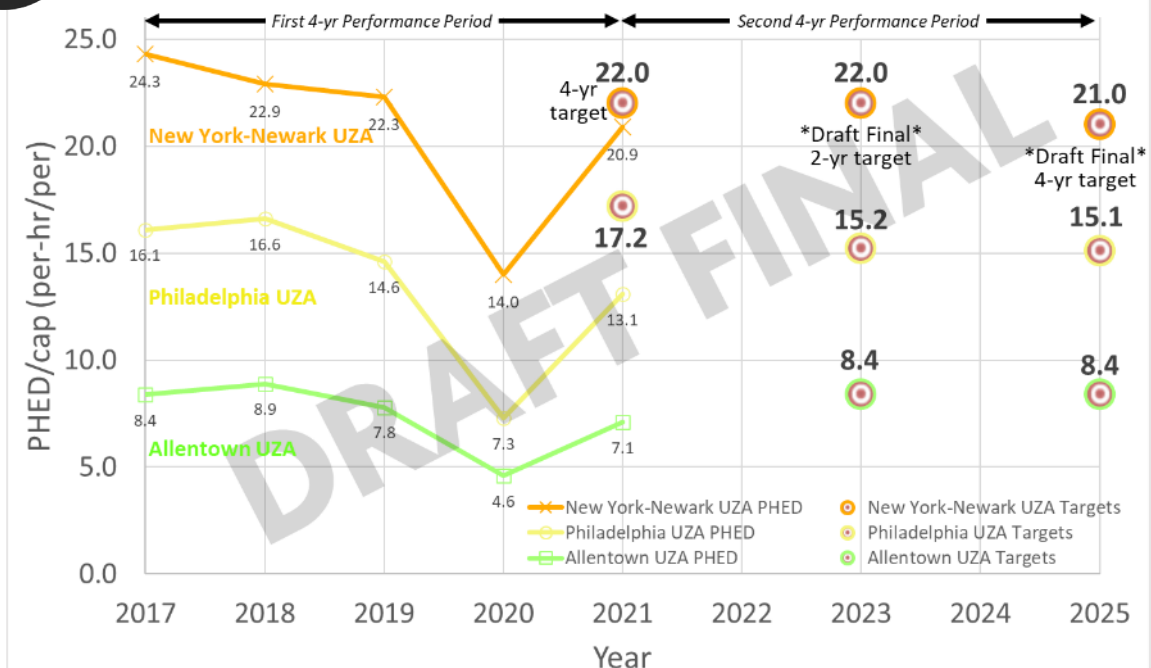
## % Non-SOV Travel (Journey to Work)

Targets for NJTPA Urbanized Areas

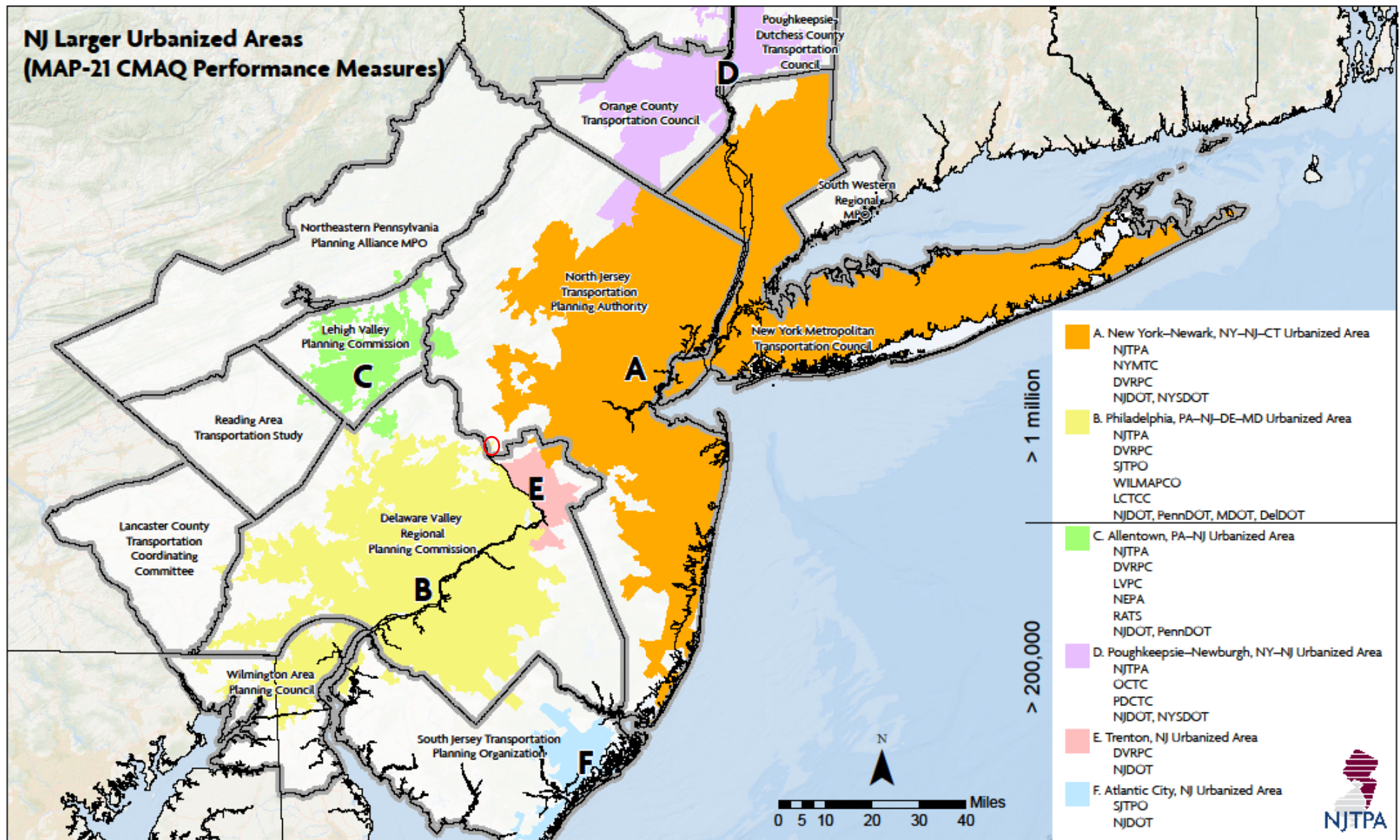


## Peak Hour Excessive Delay per Capita (PHED)

Targets for NJTPA Urbanized Areas







FHWA regulations require that single, unified targets be agreed on and set by all MPOs and state DOTs with National Highway System (NHS) roadways within their portion of UZAs with populations above 200,000. The NJTPA region overlaps, and has NHS roadways within, three of these UZAs: New York–Newark (the orange UZA), Philadelphia (the yellow UZA; the NJTPA portion is a very small area in southwestern Warren County, as highlighted by the red circle), and Allentown (the green UZA). Note that there are no NHS roadways within the NJTPA portion of the Poughkeepsie–Newburgh UZA (the purple UZA)



**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

**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.

## Summary of Action

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

**Action:** Approval of NJTPA regional targets for carbon monoxide (CO), fine particulate matter (PM<sub>2.5</sub>), volatile organic compounds (VOC) and nitrogen oxides (NO<sub>x</sub>) pollutant emissions reductions from CMAQ projects. The NJTPA will develop the required CMAQ Performance Plan for submittal to NJDOT by October 1, 2022.

**Background:** Among other national performance measures, regulations from the Federal Highway Administration (FHWA) establish standard performance measures covering emissions reductions from CMAQ projects. These measures support the goal of the CMAQ program to reduce on road mobile source emissions.

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

These targets will complement those for other performance measures in areas of travel time reliability, traffic congestion, and roadway and transit safety and infrastructure conditions.

FHWA regulations state that MPOs that contain nonattainment or maintenance areas that overlap an urbanized area with a population above 1 million people, must establish quantitative 2-year and 4-year targets for the CMAQ emissions reduction measures and prepare a CMAQ Performance Plan. The entire NJTPA region has been designated by the U.S. Environmental Protection Agency (EPA) as a nonattainment area for ozone, and portions of the NJTPA region are maintenance areas for carbon monoxide (CO) and fine particulate matter (PM<sub>2.5</sub>). Further, the NJTPA region overlaps two urbanized areas with populations above 1 million people (the New York—Newark, NY—NJ—CT Urbanized Area and the Philadelphia, PA—NJ—DE—MD Urbanized Area). Thus, the NJTPA is required to set targets for pollutant emissions reductions from CMAQ projects, and prepare a CMAQ Performance Plan.

Separate emission reduction targets are required for each pollutant, or precursor, for which a region is in nonattainment or maintenance. For the NJTPA Region, the applicable pollutants are CO and PM<sub>2.5</sub>, along with the ozone precursors, VOC and NO<sub>x</sub>.

### Cumulative CMAQ Emission Reduction Measures and Targets

The required emissions reduction targets identify the amount of pollutant emissions (in kilograms per day, or kg/day) estimated to be reduced as a result of CMAQ-funded projects within the corresponding nonattainment or maintenance area(s), summed over the applicable federal fiscal years (FFY). The 2-year target represents the emissions reductions from CMAQ projects that will be first authorized within FFY 2022 and FFY 2023, while the 4-year target represents the

emissions reductions from CMAQ projects that will be first authorized within FFYs 2022, 2023, 2024, and 2025.

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

As a baseline, the Air Quality Working Group examined emissions reductions from CMAQ projects authorized during the last four fiscal years (FFY 2018 – FFY 2021). The baseline used required data from the FHWA CMAQ Public Access System.

For target setting, the group took into account the baseline and the partner agencies' commitment to sustaining the level of effort with CMAQ program pollutant reductions. Looking at the entire four-year baseline period was appropriate because of variations in specific projects from year to year. (The four-year sum also helps to address an accounting complexity for this measure—emission reduction benefits are assigned to the first year that projects are authorized, even if the benefits are spread over longer periods.) The list of CMAQ projects during the four-year baseline period were examined, and projects that were considered to be “one-time” projects (and thus not likely representative of future CMAQ projects) were eliminated. The target setting also considered that vehicles are becoming cleaner over time, making it more challenging to achieve pollutant reductions by reducing vehicle miles traveled.

To identify targets, the total reduction for each pollutant was calculated for the four years of the baseline period (FFY 2018 – FFY 2021), accounting for the relative “cleanliness” of the vehicles during each of the past four years. This total was then divided by four to get an annual average. The average was then projected forward for each fiscal year during the performance period (FFY 2022 – FFY 2025), again adjusting for the anticipated “cleanliness” of vehicles in the future. The 2-year target was set as the sum of the emissions reduction projections for FFY 2022 and FFY 2023, and the 4-year target was set as the sum of the emissions reduction projections for FFY 2022 through FFY 2025. This results in the following table for the NJTPA region:

Geography	Pollutant	NJTPA Region (kg/day)		
		Baseline (FFY18-FFY21)	<i>2-yr target</i> (FFY22-FFY23)	<i>4-yr target</i> (FFY22-FFY25)
CO Maintenance. Area	CO <sup>1</sup>	130.498	60.422	114.796
PM <sub>2.5</sub> Maintenance. Area	PM <sub>2.5</sub>	12.339	4.659	8.841
Ozone Nonattainment Area	VOC	18.013	8.384	15.948
	NO <sub>x</sub>	51.095	22.528	41.425

<sup>1</sup> Regulations require that only reductions from CMAQ projects within nonattainment/maintenance areas be included in the performance measure. Because the CO maintenance area represents only a portion of the NJTPA region, and because there is no definitive way to know how much of the CO reduction from NJTPA CMAQ projects occurs within the maintenance area, an estimate of the portion of VMT that occurs within the maintenance area was developed (39.26%) and applied to the CO emissions benefits from CMAQ projects within the NJTPA region.

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

### **CMAQ Performance Plan**

The NJTPA is required to prepare a CMAQ Performance Plan and submit it to NJDOT by October 1, 2022. This document covers both the final performance report for the first performance period (2018-2021) and the baseline performance report for the second performance period (2022-2025), and is to have the following elements:

- Final condition/performance compared against the established 4-year targets for CMAQ performance measures for the 2018-2021 performance period
- Baseline condition/performance and established 2- and 4-year targets for CMAQ performance measures for the 2022-2025 performance period:
- Description of projects identified for CMAQ funding (taken from the current NJTPA-approved TIP) and how such projects will contribute to achieving the performance targets

**Justification for Action:** In order to comply with federal regulations, the NJTPA is required to establish quantitative targets for our region for the CMAQ emission reduction performance measures. The targets were developed by examining pertinent data sources and trends, and are to continue to improve air quality consistent with established agency policy. Following this Board action, NJTPA staff will prepare the required CMAQ Performance Plan for submittal to NJDOT by October 1, 2022.

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