



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

KATHRYN A. DeFILLIPPO, CHAIR

Board Meeting Minutes

November 8, 2021

A. Open Public Meetings Act Compliance

Chair Kathy DeFillippo, Morris County, called the meeting to order at 10:30 a.m. Beverly Morris, Central Staff, reported that, in accordance with the Open Public Meetings Act, Chapter 231, P.L.1975, adequate notice of this meeting had been forwarded to the *Star Ledger*, the *Asbury Park Press*, the *Courier News*, the *Daily Record*, the *Home News Tribune*, the *Jersey Journal*, *New Jersey Herald*, and *The Record*.

B. Roll Call

Ms. Morris called the roll, and 18 voting members were present. (Attachment 1).

D. Approval of Minutes

A motion to approve the minutes of the September 13, 2021 meeting was made by Ocean County, seconded by Warren County and carried with 16 affirmative votes. Middlesex County abstained.

E. Chairman's Remarks

Chair DeFillippo said that Congress passed a new infrastructure bill into law, and the president was expected to sign it very soon. She noted that all 12 members of Congress from New Jersey supported the bipartisan legislation, which will significantly increase overall transportation funding with approximately \$12.3 billion allotted to New Jersey over the next five years for transit, roads, and bridges. The Chair said the bill also includes new or increased funding for electric vehicle charging infrastructure, ferries, broadband, and more. It also includes funds that can be tapped for the Hudson River Tunnel project and related improvements, helping to build on the momentum already generated by the recent groundbreaking for the Portal Bridge replacement.

Chair DeFillippo said the NJTPA looks forward to working with partner agencies and subregions to make transportation investments that, in keeping with Plan 2050, will increase opportunities for all the residents of the region

The Chair announced an important milestone for the Street Smart NJ campaign, which just surpassed its 200th partner. She said this includes campaigns held in partnership with municipalities, counties, and colleges across New Jersey. She said this milestone would not have been possible without the many partners that worked to make the program such a success since it started in 2013. The Chair thanked the various police departments, the New Jersey Division of Highway Traffic Safety, the Transportation Management Associations, the Federal Highway Administration, New Jersey Department of Transportation (NJDOT), and everyone on the road who is paying attention to signs and crosswalks. She said, while engineering solutions are critical for improving roadway safety, it also takes education and enforcement through programs like Street Smart to change the behaviors that contribute to fatal crashes. Chair DeFillippo said she has been honored to help kick off campaigns in Morristown and Dover, and several other Board members also participated in similar events in their subregions. She said working together to raise awareness and change behaviors will help New Jersey work toward zero deaths.

Chair DeFillippo said that the Morris Canal Working Group, which was coordinated by the NJTPA, will meet again after a brief hiatus during the pandemic, and exciting work has been happening along the former canal. She invited anyone interested in the Morris Canal to attend the virtual Working Group Meeting on November 17, where the Canal Society of New Jersey will provide an extensive update. She highlighted a few canal-related projects in Morris County:

- The next phase of restoring Inclined Plane 2 East in Roxbury Township began this fall, with funding from the Morris County Trust for Historic Preservation. Archeologists are examining previously unexplored areas, and stonework is being repaired.
- The Roxbury Township Open Space Committee will work with the Canal Society to create new interpretive signage for visitors next year.
- Work also continues at Lock 2 East in Wharton. This extensive project has been funded by the NJTPA and the Morris County and New Jersey historic preservation trusts.
- Work is underway to reconstruct the Lock Tender's House. This project will also extend the water-filled section of the canal beyond the head of the lock.

The Chair noted that ultimately the goal of the canal projects is to tie all the various greenway segments together into a unified trail, and planning the Morris Canal Greenway is just one example of a regionwide effort the NJTPA successfully helped to coordinate in keeping with the long-range transportation plan adopted by the Board in September. She said the plan outlines ways to improve walking and biking, help towns create complete streets, enhance their transit assets, address climate change through resiliency planning, and prepare for technological advances. Plan 2050 is available on the [NJTPA website](#).

Chair DeFillippo announced that, as part of the phased reopening of various agencies and authorities, the Governor's Authorities Unit rescheduled the full reopening of the NJTPA office to November 29. Board and committee meetings will be held virtually until further notice.

Jeremy Colangelo-Bryan, NJ TRANSIT, and Andy Swords, NJDOT, expressed their agencies' excitement over the planning possibilities afforded by the new infrastructure funding bill.

F. Executive Director's Report

NJTPA Executive Director Mary D. Ameen said, guided by Plan 2050, Central Staff has been working on a wide range of planning work, such as:

- Staff is engaging in consultant selection for development of an Active Transportation Plan beginning early next year. This responds to the strong support heard around the region for making walking and biking safer and easier.
- In a related effort, staff continues to work with partners at Rutgers Voorhees Transportation Center and Sustainable Jersey to provide technical assistance for municipalities seeking to implement Complete Streets, which aims to make streets more walkable and accommodating to all users. The application period for the 2022-2023 program will open on December 6, 2021, and two informational webinars will be offered in December.
- Improving equity is another key focus of Plan 2050, and one way the NJTPA is working to advance this goal is its recently launched Outreach Liaisons Pilot Program. This effort aims to recruit volunteer community members to help advance public involvement in the agency's projects and programs, particularly for underserved communities. The liaisons would help facilitate communication between the agency and the communities. Applications are being accepted through the end of November. More information is available on the [NJTPA website](#).
- Addressing climate change continues to be an NJTPA priority in keeping with Plan 2050, and a technical advisory committee met in October to initiate an update of NJTPA's regional greenhouse gas inventory. Other committee members include representatives from U.S. Environmental Protection Agency N.J. Department of Environmental Protection, NJDOT, Jersey City and the state's two other Metropolitan Planning Organizations. The NJTPA has also developed a [web page of resources](#) to help businesses and local governments accelerate electric vehicle adoption.
- In the area of freight, the NJTPA is helping raise awareness and promote cooperation to address goods movement issues. While the Port of New York and New Jersey has not been as badly affected as other ports, the region faces burgeoning e-commerce and industrial development, which is altering land use and truck travel patterns.
- In September, NJTPA staff helped organize a Multi-State Freight Working Group meeting for the Metropolitan Area Planning (MAP) Forum. The meeting focused on industrial real estate trends and issues affecting member agencies in New York, New Jersey, Connecticut, and Pennsylvania. Discussions on related topics took place at the October Freight Initiatives Committee meeting.
- The NJTPA continues to focus on safety-related efforts, including the Street Smart program, ongoing Local Safety projects and other local projects to address aging infrastructure.

Ms. Ameen said current activities addressing the priorities of Plan 2050 will continue in Fiscal Year (FY) 2023 (which will begin July 1, 2022) with a new Unified Planning Work Program (UPWP), which is now under development. A draft work program is anticipated to be released in

December. Planning and Economic Development Committee review will occur early next year, with Board approval slated for March.

Ms. Ameen said examples of work included in the draft FY 2023 UPWP so far are: updating the PRIME planning tool and NOTIS project information system; revalidating the transportation model; supporting new technology implementation such as adaptive and optimized signal projects; funding for another round of Planning for Emerging Centers projects; conducting additional local safety audits around the region; hosting symposia on Plan 2050 topics; supporting the work of Together North Jersey and much more. She said the subregions and Transportation Management Associations will continue to be close partners in these and other activities as they advance their own efforts to address regional priorities in Plan 2050. Ms. Ameen urged all to share their input as the new work program is being developed.

Ms. Ameen announced that the [NJTPA website](#) now features the findings and final reports of four subregional studies completed in FY 2021. All these studies address critical local issues, and five additional subregional studies are now underway. A group of new studies are being considered for funding in the coming year.

Ms. Ameen announced that the [Metropolitan Area Planning \(MAP\) Forum](#) will be holding its annual meeting on December 3, to be hosted virtually by the New York Metropolitan Transportation Council.

G. Planning for 2050 Presentation: The Future of Micromobility

Shabazz Stuart, CEO, Oonee, said the company works with local governments to create modular infrastructure that provides micromobility riders with parking, charging, and servicing. Oonee has installed enclosed modules on residential streets and larger parking stations at central locations in Jersey City and New York City.

Mr. Stuart said the term “micromobility” refers to a broad array of small vehicles, usually under 50 pounds, that tend to run under 30 miles per hour. They include bicycles and e-bikes, scooters and e-scooters, skateboards, segues, and unicycles. Mr. Shabazz noted that micromobility is the fastest growing segment of transportation in the U.S. and transcends recreational use. He said people with low incomes, including immigrants, are ten times more likely to use a bike, and 80,000 delivery workers in New York City use micromobility vehicles.

Mr. Stuart said that micromobility facilities help to reduce traffic congestion and boost the effectiveness of mass transit through improved passenger access. He emphasized that, while safety must be improved to support micromobility growth, there also must be efforts to provide parking and service opportunities, a sustainable economic model for operators and comprehensive planning. Mr. Stuart said that, rather than just selling their parking pod infrastructure to municipalities, Oonee works in partnership with local governments to take on advocacy, planning, design, financing, and operations to provide a scalable turnkey and data-driven solution that is based on the specific needs of a community. Also, the company envisions providing an app for accessing services such as emergency support and on-site bicycle tune-ups, for example.

Chair DeFillippo thanked Mr. Stuart for his presentation. She said she has seen electric wheelchairs on rail-to-trail lanes along with pedestrians and scooters, particularly in Florida. She said that, while the wider trails support such mixed use, mutual civility has much to do with their success in getting people outdoors, especially for those who cannot ride traditional bicycles or keep up with other riders on the trail.

H. Committee Reports/Action Items

Project Prioritization Committee – Commissioner John Bartlett, Chair

Commissioner Bartlett reported that the Project Prioritization Committee considered one action item at the October joint meeting. It concerns a minor amendment to the FY 2022-2025 Transportation Improvement Program (TIP) to utilize Federal Disaster Recovery and Resiliency Program funds as requested by the Port Authority of New York & New Jersey (PANYNJ). He said two projects that were anticipated to be authorized in Federal Fiscal Year 2021 could not be obligated by the deadline for year-end financial transactions. These projects, both in Hudson County, need to be included in the new TIP with adjustments to funding and scheduling. These projects are the Concrete Sea Wall East of Harrison Car Maintenance Facility and the Harrison Car Maintenance Facility Automatic Flood Barrier. Both are ready to be authorized for construction and must be amended into the current TIP, with each project programmed for \$3.1 million in federal funds and \$352,000 in Port Authority matching funds.

The Commissioner said that, also at the joint meeting, the Committees heard a presentation on the development of the UPWP. He said, regarding the TIP, the new work plan will include continued improvements to management of the capital programming process, as well as updating the criteria used for prioritizing projects. Staff also will analyze the effectiveness of implemented projects and strategies to guide future investments.

Action Item 1: Minor Amendment to the FY 2022-2025 Transportation Improvement Program to Utilize Federal Disaster Recovery and Resiliency Program Funds as Requested by PANYNJ

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

Planning and Economic Development – Commissioner John P. Kelly, Chair

Commissioner Kelly said the Committee considered one action item concerning the NJTPA's annual support for federally required statewide safety performance measure targets. He said the NJTPA coordinated with NJDOT, the New Jersey Division of Highway Traffic Safety, and New Jersey's other MPOs to analyze trends and set targets for five performance measures established by the Federal Highway Administration. These safety performance measures include five-year averages for the number and rate of fatalities, the number and rate of serious injuries, and the number of non-motorized fatalities and non-motorized serious injuries.

The Commissioner said target-setting this year was particularly challenging, given both the change in reporting for serious injuries initiated in 2019, and the impact of the COVID-19 pandemic. The group took guidance from the 2020 Strategic Highway Safety Plan and set targets for a 3 percent drop in annual values each year.

Commissioner Kelly said the Committee was also informed that NJDOT has prepared a federally required Highway Safety Improvement Program Implementation Plan to improve its ability to achieve its safety targets. The plan describes how funds will be allocated to safety projects, strategies, and other activities. Under federal regulations, with previous targets not being met, the state has limited flexibility in how it uses safety funds until the new targets are met. As a result, extra attention will be paid to the delivery of all safety projects statewide. Importantly for the NJTPA, this includes its Local Safety Program, which uses federal Highway Safety Improvement Program funds for safety improvements.

The Commissioner said, also at the meeting, the Committee heard a presentation on the recently completed Hudson County Ferry Service Expansion Study, which was funded through the NJTPA Subregional Studies Program. The study evaluated the feasibility and market demand for expanding ferry service to serve travel within the county. Four sites for potential ferry landings were examined, finding that though sufficient demand currently does not exist, future development may make the services possible.

Action Item 2: Support for Safety Performance Measure Targets for 2022 Set by NJDOT in Collaboration with the NJTPA and Other Metropolitan Planning Organizations in New Jersey (Attachment 3)

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

Freight Initiatives – Commissioner Charles Kenny, Chair

Chair DeFillippo read the Freight Initiatives Committee report on behalf of Commissioner Kenny. She said the October meeting of the Freight Initiatives Committee featured the first annual air cargo industry update, as well as a briefing on a marine highway initiative that UPS is pursuing in the region.

The Chair said the first speaker was Brandon Fried, Executive Director of the Airforwarders Association, who said the air cargo industry has played a significant role in addressing the current overflow of goods in the supply chain. Traditionally, most air cargo handled by forwarders has been flown in the belly holds of passenger jets. Now, increasing air cargo demands have prompted all major carriers to repurpose some passenger planes to full cargo carriers by loading packages onto passenger seats. Mr. Fried noted, though, that labor shortages and airport congestion are limiting air cargo expansion. He also discussed growing concerns about cybersecurity threats and the need to ensure that goods containing hazardous materials are not shipped as air cargo.

Chair DeFillippo said the next speaker, Chris Lutick, Director of State Government Affairs at UPS, said the company is exploring new services for moving truck trailers by barge or ferry between New Jersey and New York to avoid highway congestion and to reduce environmental impacts. This marine highway concept was tested this summer and is undergoing further development in collaboration with marine operators, the PANYNJ, and other partners.

The Chair said, also at the meeting, the Committee learned that, despite national supply chain problems, the Port is functioning with minimal delays, in contrast to the large backlog of ships waiting to be unloaded at West Coast ports and at some other U.S. ports. This is despite the much higher volumes that the region's marine terminals are now handling. The Committee was also informed that findings from the recently completed Union County Truck Mobility study are available on the [NJTPA website](#).

I) Public Participation

Neile Weissman, Complete George, said the PANYNJ will soon open the North Path on the George Washington Bridge, and many walkers, runners, sightseers, and bicyclists will flock to it, but come the post-pandemic spring, “their numbers will explode, and that is when the path’s failure as public infrastructure will become clear.” Mr. Weissman said two recent PANYNJ projects, the raising of the Bayonne Bridge and the Goethals Bridge replacement include 10-12-foot paths for cyclists and pedestrians, while the Restoring the George construction project does not expand the paths there beyond 7 feet. Mr. Weissman said, given the proliferation of cycling, e-bikes, scooters, and other personal mobility devices, the decision not to widen the paths on the George Washington Bridge is a lost opportunity to provide safe mixed-use infrastructure to support them.

Tim Sevenser, Transit Village of Mount Tabor and Director of the New Jersey Association of Rail Passengers, commended NJ TRANSIT for their plans to add 36 more trains to the system. He continued his advocacy for investing in an electrified rail system, the benefits of which include easier and less expensive rail car maintenance, longer vehicle life, and decarbonizing transportation. He said electric trains can be powered by overhead catenary service powered by solar renewable energy instead of heavy on-board battery packs. Mr. Sevenser suggested adding hourly service from Montclair State University to Hoboken. He also suggested using electric multiple units—electric rail cars that have independent power.

J) NJTPA Board Elections

Chair DeFillippo announced that the NJTPA Board will elect new officers for two-year terms at the January meeting. She said she will assemble a nominating committee to confer and determine a group of candidates for positions on the Executive Committee. The nominations will be announced at the next Board meeting in January and followed by a vote. She said anyone wishing to make a nomination should reach out to her or Ms. Ameen.

K) Time and Place of Next Meeting

Chair DeFillippo announced that the next virtual meeting of the NJTPA will be held on Monday, January 10, 2022, at 10:30 a.m.

L) Adjournment

At 12:07 p.m., motion to adjourn was made by PANYNJ, seconded by Somerset County and carried unanimously.

Attachment 1

NORTH JERSEY TRANSPORTATION PLANNING AUTHORITY, INC.
Meeting of the Board of Trustees
Attendance Record: November 8, 2021

Subregion/Agency	Voting Members/Alternates	Staff & Others
Bergen County	Peter Botsolas	Joseph Baladi
Essex County	David Antonio	
Hudson County	Byron Nicholas	Tom Malavasi
Hunterdon County		Carrie Fellows Katherine Fullerton
Jersey City	Barkha Patel	Elias Guseman
Middlesex County	Doug Greenfeld	Solomon Caviness
Monmouth County	Teri O'Connor	Joseph Ettore Inkyung Englehart Shilpa Bhojappa
Morris County	Hon. Kathy DeFillippo	John Hayes Dede Murray
Newark		Trevor Howard
Ocean County	Hon. John Kelly John Ernst	
Passaic County	Hon. John Bartlett	Mike Lysicatos Andras Holzmann Sal Presti
Somerset County	Walt Lane	Hon. Paul Drake Ken Wedeen
Sussex County	Hon. Chris Carney Tom Drabic	
Union County	Hon. Bette Jane Kowalski	Liza Betz
Warren County	Hon. Jason Sarnoski David Dech	Brian Appezzato
Governor's Office	Jeffry Nielsen	
NJDOT	Andy Swords	
NJ TRANSIT	Jeremy Colangelo-Bryan	
Port Authority of NY & NJ	Jay Shuffield	Stephanie Finch
Citizen's Representative	Jared Rodriguez	

Other Attendees	
Jim Katzenberger	Accelerx
Anna Aleynick	AECOM
Neile Weissman	Complete George

Jack Kanerek	Dewberry
Robert Clark	Federal Highway Administration (FHWA)-NJ
Ray Tomczak	Federal Transit Administration – Region 2
Sutapa Bandyopadhyay	FHWA
Tara Shepherd	goHunterdon
Bob Werkmeister	GPI
Jim Vari	NJDOT
Various members of Central Staff	NJTPA
Shabazz Stuart	Oonee
Hugh Morley	RTO Insider
Hon. Paul Drake	Somerset County
Bill Brooks	STV Inc.
Kenneth Burkhardt	STV
Vichika Iragavarapu	STV Inc.
Tim Sevenser	Transit Village of Mount Tabor

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

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

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

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

WHEREAS, the TIP may be revised any time; and

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

WHEREAS, the Port Authority of New York and New Jersey has requested the utilization of Disaster Recovery and Resiliency Program funds (Sect 5324), available from unobligated prior year balances, for the Concrete Sea Wall East of Harrison Car Maintenance Facility (DB# PA1424) and Harrison Car Maintenance Facility Automatic Flood Barrier (DB# PA1423) projects; and

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

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

WHEREAS, the FY 2022 TIP conforms to the MAP-21/FAST Act performance-based planning requirements; and

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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