



JOHN W. BARTLETT, CHAIR

BOARD MEETING AGENDA

September 12, 2022
10:30 AM

Join Zoom Meeting

<https://njtpa-org.zoom.us/j/99567429594?pwd=eEVZYU9ubkVGMlItbStxRXVydIFPZz09>

Meeting ID: 995 6742 9594
Passcode: 204507

You can also dial in using your phone
Toll Free, United States, 833-928-4610

- A. Open Public Meetings Act Compliance
 - B. Roll Call
 - C. Approval of Minutes
 - D. Chair's Remarks
 - E. Acting Executive Director's Report
 - F. Presentation: Gateway and the Future of the Hudson Tunnel Project, Kris Kolluri, CEO, Gateway Development Commission
 - G. Committee Reports/Action Items*
- Project Prioritization – Commissioner John P. Kelly, Chair
 - 1. Minor Amendments to the FY 2022-2025 Transportation Improvement Program to Add Three Statewide Programs as Requested by the New Jersey Department of Transportation (Attachment G.1.a., G.1.b.)
 - Electric Vehicle Infrastructure Program
 - Carbon Reduction Program
 - Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Program

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

2. Minor Amendments to the FY 2022 – 2025 Transportation Improvement Program to Transfer CRRSAA Funds to Two NJ TRANSIT Programs as Requested by the North Jersey Transportation Planning Authority and NJ TRANSIT (Attachment G.2.a., G.2.b.)
- Planning and Economic Development – Commissioner Charles Kenny, Chair
 3. Endorsement of Established Traffic Congestion Performance Measure Targets for the New York-Newark, Philadelphia, and Allentown-Bethlehem-Easton Urbanized Areas (Attachment G.3.a., G.3.b.)
 4. Approval of Congestion Mitigation and Air Quality (CMAQ) Emissions Reduction Performance Measure Targets for the NJTPA Region (Attachment G.4.a., G.4.b.)
 - Freight Initiatives – Commissioner Jason Sarnoski, Chair
- H. Public Participation
- I. Time and Place of Next Meeting: The next virtual meeting of the NJTPA will be held on November 14, 2022, 10:30 a.m. Log-in instructions will be provided.
- J. Adjournment

**NJTPA Board of Trustees Meeting
VIA ZOOM
September 12, 2022
10:30 AM
(Agenda Package Attached)**

The agenda package for the September 12, 2022 Board meeting is attached. Please note that we **are now using Zoom (instead of GoToMeeting) and we encourage you to log in early in case you need to download the software.** This will also give you time to ensure your connection works.

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

Zoom Log-In Information:

Time: Sep 12, 2022 10:30 AM Eastern Time (US and Canada)

Join Zoom Meeting

<https://njtpa-org.zoom.us/j/99567429594?pwd=eEVZYU9ubkVGMlItbStxRXVydIFPZz09>

Meeting ID: 995 6742 9594

Passcode: 204507

Phoning In:

Toll Free Numbers:

833 928 4610 US Toll-free

877 853 5247 US Toll-free

888 788 0099 US Toll-free

833 548 0276 US Toll-free

833 548 0282 US Toll-free

833 928 4608 US Toll-free

833 928 4609 US Toll-free

Meeting ID: 995 6742 9594

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

(continued)

To participate via computer or smartphone

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

How to join a meeting by phone only

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

If you have any questions or concerns, please contact me at BMorris@NJTPA.org or 973-639-8410.



JOHN W. BARTLETT, CHAIR

Board Meeting Minutes

July 11, 2022

A. Open Public Meetings Act Compliance

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

B. Roll Call

Ms. Morris called the roll. Sixteen voting members were present. (Attachment 1).

C. Approval of Minutes

A motion to approve the minutes of the May 9, 2022 meeting was made by Ocean County, seconded by Warren County and carried unanimously.

D. Chairman's Remarks

Chair Bartlett said that, following the retirement of Mary Ameen, David Behrend's appointment as NJTPA Acting Executive Director provides continuity for the staff and the Board while the process of hiring a new Executive Director continues. He said NJIT had advertised the position, and the Board's Executive Committee and a representative from NJIT are reviewing applications and will be conducting interviews.

The Chair highlighted Action Item Two on the agenda, which would add 29 projects to the Transportation Improvement Program (TIP) at the request of the New Jersey Department of Transportation (NJDOT). He said the projects are advancing sooner than predicted thanks to additional funding provided by the bipartisan federal Infrastructure Investment and Jobs Act (IIJA), which was enacted in November.

Chair Bartlett noted that, during a visit to New Jersey in May, U.S. Transportation Secretary Pete Buttigieg toured the Port of Newark, which was awarded a \$44 million grant funded by the new infrastructure law to improve roads, help move goods more efficiently, and keep drivers safe.

The Chair said he participated in a discussion with the Secretary and Congresswoman Mikie Sherrill during a visit to the Advanced Manufacturing and Engineering Center at the County College of Morris. He said Secretary Buttigieg highlighted the importance of workforce development programs like those operated by many of the state's county colleges. He said these programs will provide the "skilled human capital" needed to solve infrastructure and supply chain issues across the country. Chair Bartlett said today's meeting agenda is evidence of the Secretary's statement that this is an exciting time to be involved in transportation infrastructure, because actions taken by the Board will put IIJA funding to work on projects across the region over the next several years.

Chair Bartlett noted that IIJA is also providing additional funding to the Transportation Alternatives Set-Aside Program (TAP), and he was pleased to kick off a meeting of the Morris Canal Working Group in May, where NJTPA staff highlighted TAP program opportunities. He said this competitive grant program funds rails-to-trails and on- and off-road trail projects like the Morris Canal Greenway and the Henry Hudson Trail. TAP funding can also be used for landscaping and streetscape improvements; stormwater management; scenic overlooks; preserving historic transportation facilities; and projects that reduce wildlife deaths caused by vehicles. The Chair reminded all who are thinking about applying for a TAP grant that mandatory pre-application meetings need to be scheduled by the end of September, and additional information is available on the NJTPA's [website](#).

Chair Bartlett said safety is the top priority in Plan 2050, and it is a primary focus across all NJTPA policies, programs, and investments—from the infrastructure improvements that are funded through the Local Safety and High Risk Rural Roads programs, to the education and outreach the agency supports through its Street Smart NJ pedestrian safety campaign. He noted that New Jersey's Safe Passing law went into effect in March. It requires drivers to move over a full lane if possible or provide at least four feet when passing vulnerable road users, like pedestrians and cyclists. If there isn't sufficient space to move over, drivers should slow down while passing or stop and wait until it's safe to pass. The Chair said Street Smart NJ has a new campaign message to reflect this law, which is being used on NJTPA social media channels and appears on outreach materials in participating communities. He said that there is additional information at [BeStreetSmartNJ.org](https://www.beStreetSmartNJ.org), and he encouraged all to amplify and spread the Street Smart NJ messages and all of the material that the NJTPA puts out on social media.

E. Acting Executive Director's Report

Mr. Behrend thanked the Board for putting their trust and confidence in him to serve as Acting Executive Director. He said Ms. Ameen set high standards in leading the staff over the past four years, and he will do his best to follow and build on her example.

Mr. Behrend said the Board is considering the first TIP actions to allow the region to take full advantage of expanded funding under the IIJA. He said similar actions are expected over the law's five-year span, and Central Staff will work diligently to be responsive, nimble and flexible to ensure that the actions are taken in a timely manner, and the dollars can be put to work on important projects in the region.

Mr. Behrend said that Central Staff has been fielding inquiries about project applications and providing letters of support for partner agencies and others applying for competitive grants under IJJA programs. He reminded all that staff can also provide data, guidance and technical assistance as grant opportunities are announced. He asked that the NJTPA be kept informed of any plans to apply for funding so that staff can help coordinate applications. He said more information about IJJA programs is available on the NJTPA [IJJA Info-Resources web page](#), and staff is available to answer questions. Mr. Behrend said applicants can draw upon many of the recent NJTPA-supported studies that are the foundation for potential projects. He said the studies examined regional and subregional needs, compiled relevant data, and recommended solutions to consider when applying for funding.

Mr. Behrend said several studies wrapped-up on June 30. They include two subregional studies—the Jersey City Alternate Transportation Modes Assessment and the Passaic County Bicycle Master Plan, and two regional studies conducted by NJTPA—the On-Road Transportation Greenhouse Gas Inventory & Forecast and the Pedestrian Counts Study. Final reports for these efforts will be available soon.

Mr. Behrend noted that a common theme for many NJTPA-supported studies is promoting sustainable transportation alternatives to motorized vehicles, as called for in Plan 2050. To further that goal, the NJTPA is developing a Regional Active Transportation Plan to provide guidance and a policy framework for people-powered, non-motorized travel, mainly walking and biking. He said outreach for the plan will begin this summer. Residents will be asked to share information about where infrastructure can be improved to make non-motorized travel safer and more convenient. He noted that the study team will staff an information booth at Canal Day in Wharton on August 20. The event celebrates the history of the Morris Canal and the ongoing development of the Morris Canal Greenway, the scenic recreational trail that spans the region. Mr. Behrend said the outreach will include a survey that is posted to the [study website](#) and an interactive map that will allow people to provide feedback online.

Mr. Behrend said the NJTPA's outreach liaisons are also helping. One hosted a community discussion in West Orange in June. They have also reached out to community groups in Newark and the region's Mandarin speaking populations to promote the plan and the survey. He said, to support this outreach, the NJTPA will be enlisting the involvement of the revived UpNext North Jersey young adult advisory group that just recruited some new members.

Mr. Behrend said announcements about funding awards for the NJTPA Local Safety/High Risk Rural Roads programs and the Planning for Emerging Centers program can be expected soon.

Mr. Behrend noted that the NJTPA continues to coordinate with neighboring Metropolitan Planning Organizations (MPOs) through the Metropolitan Area Planning (MAP) Forum, the consortium of 10 MPOs and councils of government in New Jersey, New York, Connecticut and Pennsylvania. He said Central Staff presented on freight issues and an upgraded MAP Forum website at the Forum's June 3 meeting.

Mr. Behrend said staff also continues coordination with the state's wider planning community. Central Staff participated in the recent NJ Planning and Redevelopment Conference, where they served on panels discussing downtown redevelopment, active transportation, public outreach, freight and other topics.

Mr. Behrend said the federal Certification Review is under way, and staff provided the federal partners with a variety of documents and information as part of the initial desk review. The on-site meeting with the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) will be held November 1-3. He said he is confident that the certification review process will go well.

Mr. Behrend announced that the NJTPA has three new staff members: Andy Kaplan, Manager, Planning for Transportation Technology and Operations; Justine Recio-Patel, Senior Planner for Subregional Programs; and William Long, Principal Planner for Subregional Studies.

F. Presentation

Jessie Singer, journalist and author of the book *There are no Accidents: The Deadly Rise of Injury and Disaster – Who Profits and Who Pays the Price*, said that, after decades of declining traffic deaths, the US has seen an increase from 32,000 in 2010 to 42,000 in 2020. Singer attributed this to several factors, some of which include human error, road design, and the decline in vehicle safety standards and infrastructure spending.

Singer said there is a tendency to try to control behaviors through roadway signs and billboards, but more attention should be paid to improving the conditions that increase the likelihood of human error. Singer made a distinction between human error and dangerous conditions—to exceed the speed limit is a human error; a road design that encourages exceeding the speed limit is a dangerous condition. Singer said that human error is part of almost all roadway crashes, but instead of trying to perfect mistake-making people (the “bad apple” theory), a new view is that the purpose of investigating an accident is to identify and mitigate the dangerous conditions that cause people to get hurt when someone makes a mistake. Singer gave the example of narrowing a wide road to force drivers to slow down.

[Visit the [NJTPA Update Blog](#) for an in-depth account of Singer's presentation and a link for watching the presentation on YouTube.]

G. Committee Reports/Action Items

Project Prioritization – Commissioner John P. Kelly, Chair

Commissioner Kelly said the Committee considered five action items at the joint committee meeting in June, and four of them were on the day's agenda. First, the Committee approved a Minor Amendment to the current TIP to add the Bayonne Commuter Ferry Pier and Dock Improvements Project as requested by the City of Bayonne. He said \$657,000 had been made

available through a grant from the FTA. Additional non-federal funds will be provided by the City and developer contributions.

The Commissioner said, next, the Committee considered a minor amendment to the TIP to add 29 projects as requested by NJDOT. He said the added projects are supported by resources in the federal infrastructure law. He noted that revised documentation for two projects in Middlesex County was sent to the Board the previous week. The revisions reflect NJDOT's ability to advance the projects a year sooner than originally scheduled.

Commissioner Kelly said the third action item is a minor amendment to the TIP to add \$50.1 million of National Highway Performance Program funds in federal Fiscal Year 2022 for five Pavement Preservation Program projects in eight counties in the region. The program has remaining funds available after the completion of earlier projects, allowing for these five to advance.

The Commissioner said the fourth action item is a minor amendment that adds federal funds to three projects as requested by NJDOT to align with current project schedules and cost estimates. These funds were made available through the federal infrastructure bill and include \$185.2 million for the Route 4 Hackensack River Bridge project in Bergen County; \$9.5 million for the Route 202/206 Peter's Brook Culvert Replacement project in Somerset County; and \$8.5 million for the Route 15 Bridge over Paulins Kill in Sussex County.

Commissioner Kelly said the Committee also considered a TIP modification to add \$2.5 million to the Bridge Street Bridge project over the Passaic River in Essex and Hudson counties. This will support the Preliminary Engineering phase of work in federal Fiscal Year 2022. The funds are available from the NJTPA Future Projects program line item. The Commissioner said this modification was approved by the committee, and no further action is needed.

Action Item 1: Minor Amendment to the FY 2022 - 2025 Transportation Improvement Program to Add the Bayonne Commuter Ferry Pier and Dock Improvements Project as Requested by the City of Bayonne (Attachment 2)

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

Action Item 2: Minor Amendment to the FY 2022 - 2025 Transportation Improvement Program to Add 29 Projects as Requested by the New Jersey Department of Transportation (Attachment 3)

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

Action Item 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: (Attachment 4)

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

Action Item 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 (Attachment 5)

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

Planning and Economic Development – Commissioner Charles Kenny, Chair

Commissioner Kenny said the Committee did not consider any action items at the June joint committee meeting, but Central Staff provided an overview of efforts underway to meet federal requirements for using performance measures to guide NJTPA planning and investments. He said, together with partner agencies, the NJTPA is required to set targets for meeting several federal performance measures. The Commissioner said the Committee was informed that NJDOT is developing statewide roadway safety targets for reducing crashes, injuries, and fatalities, and these targets will be submitted to FHWA later this summer. He said the NJTPA Board can either support the statewide targets or set its own by the end of February 2023.

The Commissioner said that, in September, the Board will be asked to adopt congestion targets developed jointly by the coordination groups for each of the three urbanized areas that overlap the NJTPA region—New York-Newark, Philadelphia, and Allentown-Bethlehem-Easton. He said the NJTPA must also update its Performance Plan, which explains how it will help the region achieve the targets with the allocation of dedicated congestion mitigation and air quality funding. The Board will also be asked to adopt targets for reducing emissions from mobile sources to improve air quality.

Commissioner Kenny said NJDOT is developing other targets focused on infrastructure condition, travel time reliability, and freight movement. He said, after they are submitted to FHWA this fall, the NJTPA Board can either support the statewide targets or set its own by March 30, 2023.

The Commissioner said the Committee also heard an update on trans-Hudson travel. They were informed that the Regional Plan Association just released a report using travel and growth forecasts to underline the need for the Hudson River Tunnel project to move forward. The report acknowledged the importance of the overall Gateway Program to the economic future of the region. The full report is available at the [RPA website](#).

Freight Initiatives – Commissioner Jason Sarnoski, Chair

Commissioner Sarnoski said the Committee heard the annual trucking industry update at its June meeting. He said the first speaker was Nicholas Geale, Vice President of Workforce and Labor Policy at the American Trucking Associations. Mr. Geale reported that the truck driver shortage is expected to double from an estimated 80,000 last year to 160,000 by 2030. Freight volumes

have slowed from 2021 but remain high. The pandemic years have been strong for trucking generally, with lots of goods being transported, tight capacity, and higher rates. However, he noted that costs have been a challenge, when it comes to driver wages, retention and recruitment, liability insurance, equipment prices and availability, and spikes in fuel prices. Short- and long-term solutions being advanced for the driver shortage include the DRIVE Safe Act apprenticeship program and a task force that aims to increase the number of women in trucking.

The Commissioner said the next speaker was Jeffrey Short, Vice President at the American Transportation Research Institute. He presented findings from the Institute's recently released report, "Understanding the Carbon Dioxide Impacts of Zero-Emission Trucks." The research estimated carbon dioxide emissions for diesel trucks, battery electric trucks, and fuel cell hydrogen trucks. The research compares full vehicle life-cycle emissions from vehicle production to driving to vehicle disposal and recycling. The total life-cycle carbon dioxide emissions for a diesel truck are 30 percent higher than a battery electric truck and nearly 45 percent higher than fuel cell hydrogen truck. However, the research notes that the two lithium-ion batteries that electric trucks require create 20 times more emissions when it comes to disposal and recycling.

During members reports at the meeting, Commissioner Sarnoski said NJDOT noted that the 2022 update of the federally required State Freight Plan is underway and scheduled to be completed by the end of the year. Hudson and Middlesex counties informed the Committee about their current freight studies being funded through the NJTPA's Subregional Studies Program.

H) Public Participation

Neile Weissman, Complete George, asked the NJTPA to create a regionwide bicycle master plan that aggregates and connects county and municipal plans and serves areas without their own plans. Mr. Weissman next asked the NJTPA to ensure that bridge replacement and restoration projects include bikeways that are compliant with American Association of State Highway and Transportation Officials policy. He also asked the NJTPA to vet and support legislation that affords cyclists the discretion to treat stop lights as stop signs and stop signs as yields, thereby enabling cyclists to avoid vehicles at intersections. Mr. Weissman's extended remarks are available online [here](#).

Chris Adair, Bike Hoboken and Bike Hudson County, expressed support for the NJTPA Regional Active Transportation Plan. She also encouraged the NJTPA to ensure that a bikeway is included in the Essex County/Hudson County Bridge Street Bridge project and to encourage more community engagement for the plan. Ms. Adair also urged NJTPA support for a comprehensive regional bicycle master plan.

Emmanuelle Morgan, Bike Hoboken and Bike Hudson County, said over 200 active transportation road users, primarily cyclists and pedestrians, are attempting to advocate for improved road safety and infrastructure with elected representatives. She said they are grateful for the Regional Active Transportation Plan survey, and they are looking forward to working with NJTPA staff as collaborators and stakeholders providing feedback and attending site visits.

Ms. Morgan also advocated for a regionwide bike master plan, and she echoed Ms. Adair's call for a bikeway on the Bridge Street Bridge.

In the meeting chat, Lois Goldman, NJTPA Director of Long Range Planning, pointed out that the Regional Active Transportation Plan will encompass all 13 counties and the region's two largest cities. It was also noted that Somerset County has the "Walk, Bike, Hike Somerset County Plan," and Union and Passaic counties have bicycle master plans.

Sutapa Bandyopadhyay, FHWA, announced that the US Department of Transportation recently established a Thriving Communities Initiative to provide technical assistance to local governments who intend to apply for all competitive grants available through IIJA. Further information on funding resources related to the IIJA is available at the [NJTPA Funding Resources/Updates](#) web page.

I) Time and Place of Next Meeting

Chair Bartlett announced that the next virtual meeting of the NJTPA will be held on Monday, September 12, 2022, at 10:30 a.m.

J) Adjournment

At 11:53 a.m., the motion to adjourn was made by Ocean County, seconded by Middlesex County and carried unanimously.

NORTH JERSEY TRANSPORTATION PLANNING AUTHORITY, INC.**Meeting of the Board of Trustees****Attendance Record: July 11, 2022**

Subregion/Agency	Voting Members/Alternates	Staff & Others
Bergen County	Peter Botsolas	Chris Helms
Essex County	David Antonio	Dr. Jobi Odeneye
Hudson County	Byron Nicholas	Tom Malavasi
Hunterdon County	Hon. Susan Soloway Carrie Fellows	Kris Melchers
Jersey City		Elias Guseman Mike Manzella
Middlesex County	Hon. Charles Kenny Doug Greenfeld	Mike Dannemiller
Monmouth County		Joseph Ettore David Schmetterer
Morris County	John Hayes	Dede Murray
Newark		Trevor Howard
Ocean County	Hon. John Kelly John Ernst	Mark Jehnke
Passaic County	Hon. John Bartlett	Sal Presti
Somerset County	Hon. Sara Sooy	Ken Wedeen Jessica Paolini
Sussex County	Hon. Chris Carney Tom Drabic	
Union County		Liza Betz
Warren County	Hon. Jason Sarnoski Dave Dech	Ryan Conklin
Office of the Governor	Dorian Smith	Jeffry Nielsen
NJDOT	Mike Russo	Andy Swords Janice Doyle
NJ TRANSIT	Jeremy Colangelo-Bryan	Lou Millan Alan Kearns Adam DiSarro
PANYNJ	Jay Shuffield	Tod Goldman Amanda Valdes Charles Liou Tanja Grzeskowicz
Citizen's Representative	Jared Rodriguez	Charles Burton

Other Attendees	
Nick Geale	American Trucking Associations
Tom Visee	Arup
Jeff Short	ATRI
Emmanuelle Morgen	Bike Hudson County
Ryan Williams	Bike Jersey City
Katharine Kirk	Camsys
Niele Weissman	Complete George
Jack Kanarek	Dewberry
Kristen Scudder	DVRPC
Jeevanjot Singh	FHWA
Jennifer Costa	GoElizabethNJ
Bob Werkmeister	GPI
Ted Del Guercio, III	McManimon, Scotland & Baumann, LLC
Alison Felix	Metropolitan Area Planning Council
Deb Kagan	New Jersey Bike & Walk Coalition
Layla Fryc	New Jersey Turnpike Authority
Leslie Fordjour	New York Metropolitan Transportation Council
Various members of Central Staff	NJTPA
Michael Fesen	Norfolk Southern
John McCreavy	SMS Rail Lines
Rickie Clark	U.S. Department of Transportation
Todd Fontanella	Western Connecticut Council of Governments
Ayla Schermer	
Elizabeth Langmaid	
G. Clifton	
Michael Wilson	
Mike Crockford	
Renu Chhonkar	
Ronald Klempner	
Stephen Dunn	
Syd Chan	
Zach Werkmeister	

**DRAFT RESOLUTION: MINOR AMENDMENT TO THE FY 2022 – 2025
TRANSPORTATION IMPROVEMENT PROGRAM TO
ADD THE BAYONNE COMMUTER FERRY PIER AND
DOCK IMPROVEMENTS PROJECT AS REQUESTED BY
THE CITY OF BAYONNE**

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 City of Bayonne has requested the addition of the Bayonne Commuter Ferry Pier and Dock Improvements (DB# N1904) project to the FY2022 – 2025 TIP; and

WHEREAS, fiscal constraint is maintained because funds have been made available for this project through a Federal Transit Administration Passenger Ferry Grant (Section 5307); 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 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

Approved July 11, 2022

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: MINOR AMENDMENT TO THE FY 2022 – 2025
TRANSPORTATION IMPROVEMENT PROGRAM TO
ADD TWENTY-NINE PROJECTS 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 or when federal funds above a specified threshold are added to a project, 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 twenty-nine projects with federal funds to bring the FY 2022 - 2025 TIP into alignment with the proposed FY 2023 Transportation Capital Program; and

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

WHEREAS, these minor amendments are exempt from an air quality conformity determination or were modeled in the conformity analysis that was performed in 2021 for the - FY 2022 – 2025 TIP and do not impact the current conformity determination; and

WHEREAS, Congestion Management Process requirements do not apply to these actions; and

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

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

Approved July 11, 2022

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

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

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

**DRAFT RESOLUTION: MINOR AMENDMENT TO THE FY 2022 – 2025
TRANSPORTATION IMPROVEMENT PROGRAM TO
ADD FEDERAL FUNDS TO THE PAVEMENT
PRESERVATION PROGRAM 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 or unobligated prior year balances is added to the TIP or when federal funds above a specified threshold are added to a project, 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 to the Pavement Preservation program (DB# X51B) for projects in the NJTPA region; and

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

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

WHEREAS, the FY 2022 -2025 TIP conforms to the 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

Approved July 11, 2022

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.

**DRAFT RESOLUTION: 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**

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 or when federal funds above a specified threshold are added to a project, 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 to the *Route 4, Hackensack River Bridge (DB# 02346)* in Bergen County, *Route 202/206, over Branch of Peter's Brook, Culvert Replacement at MP 27.96 project (DB# 11363)* in Somerset County and *Route 15, Bridge over Paulins Kill (DB# 09319)* in Sussex County; and

WHEREAS, the Infrastructure Investment and Jobs Act provides the resources for this project; and

WHEREAS, these minor amendments are exempt from an air quality conformity determination and do not impact the current conformity determination; and

WHEREAS, Congestion Management Process requirements do not apply to these actions; and

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

Approved July 11, 2022

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

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

NOW, THEREFORE, BE IT RESOLVED, that the North Jersey Transportation Planning Authority hereby approves the specified 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.

Attachment G.1.
September 12, 2022

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

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

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

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

WHEREAS, the TIP may be revised any time; and

WHEREAS, according to the MOU when a project or program that uses federal funds is added to the TIP, and a new air quality conformity determination is not required, this constitutes a minor amendment; and

WHEREAS, the New Jersey Department of Transportation has requested the addition of federal funds for the Electric Vehicle Infrastructure Program (DBNUM 22350), the Carbon Reduction Program (DBNUM 22352), and the Promoting Resilient Operations for Transportation, 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 Transportation, 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

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

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:

Attachment G.2.
September 12, 2022

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

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

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

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

WHEREAS, the TIP may be revised any time; and

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

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

WHEREAS, the NJTPA and NJ TRANSIT are jointly proposing to transfer federal funds from the NJTPA, Future Projects (DBNUM N063) program line item to the NJ TRANSIT Bus Support Facilities and Equipment (DBNUM T08) and Transit Enhancements/Transportation Alternatives Program/Associated Transit Improvements (DBNUM T210) program line items; and

WHEREAS, these minor amendments are exempt from an air quality conformity determination and do not impact the current conformity determination; and

WHEREAS, Congestion Management Process requirements do not apply to these actions; and

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

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, 17th 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

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

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

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.

Attachment G.3.
September 12, 2022

**DRAFT RESOLUTION: ENDORSEMENT OF ESTABLISHED TRAFFIC
CONGESTION PERFORMANCE MEASURE TARGETS FOR
THE NEW YORK-NEWARK, PHILADELPHIA, AND
ALLENTOWN-BETHLEHEM-EASTON URBANIZED
AREAS**

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

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

WHEREAS, the Federal Highway Administration (FHWA) rule on performance management related to the Congestion Mitigation and Air Quality Improvement Program requires that MPOs and State departments of transportation with National Highway System (NHS) facilities within certain urbanized areas coordinate and jointly set single performance targets for the two traffic congestion measures—percent non-single occupant vehicle travel (“non-SOV”) and peak hour excessive delay per capita (“PHED”); and

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

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

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

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

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

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 (O₃), carbon monoxide (CO), or particulate matter (PM₁₀ and PM_{2.5}). 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)

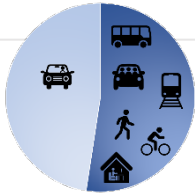
Uncertainties

- 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

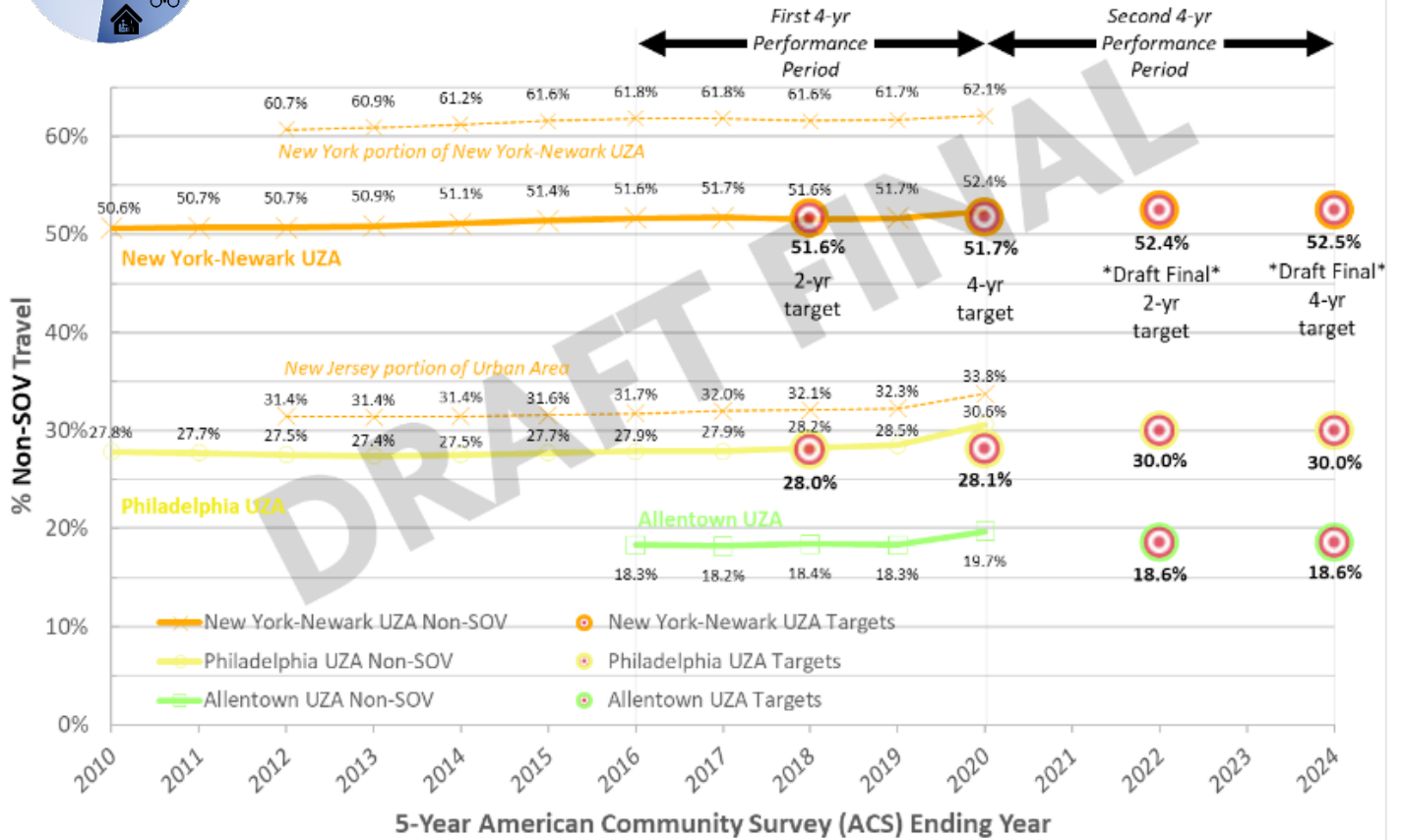
Urbanized Area	Traffic Congestion Measure	Baseline	2-Year Target	4-Year Target
New York-Newark, NY-NJ-CT	Percent non-SOV travel	52.4%	52.4%	52.5%
	PHED per capita	20.9	22.0	21.0
Philadelphia, PA-NJ-DE-MD	Percent non-SOV travel	30.6%	30.0%	30.0%
	PHED per capita	13.1	15.2	15.1
Allentown-Bethlehem-Easton,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



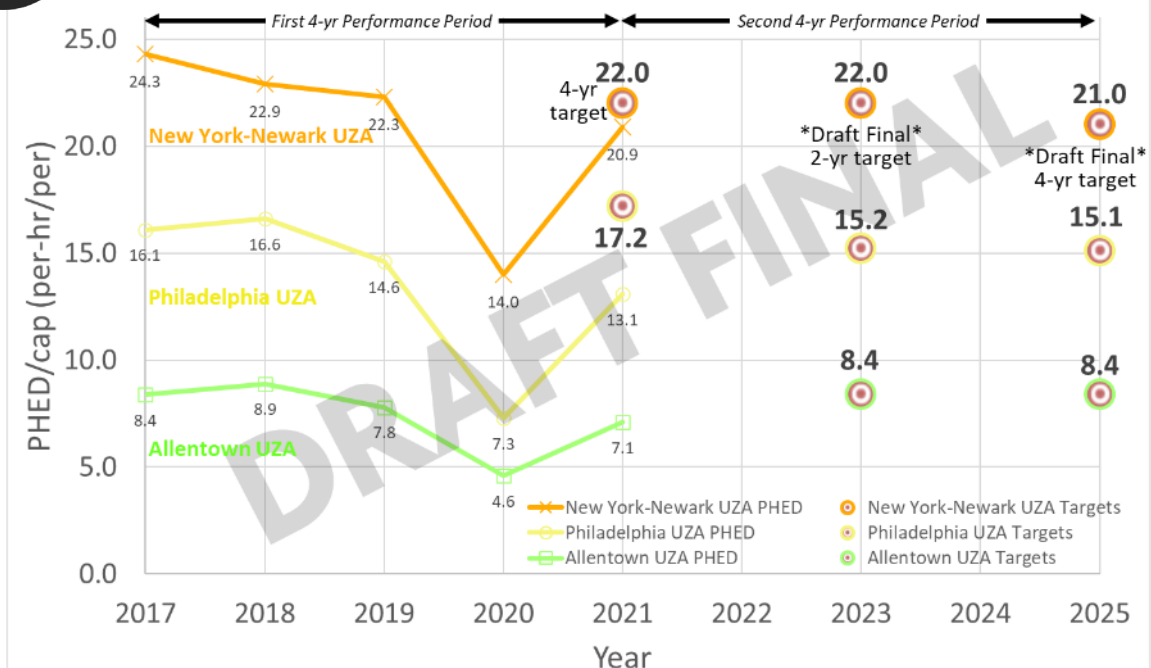
% Non-SOV Travel (Journey to Work)

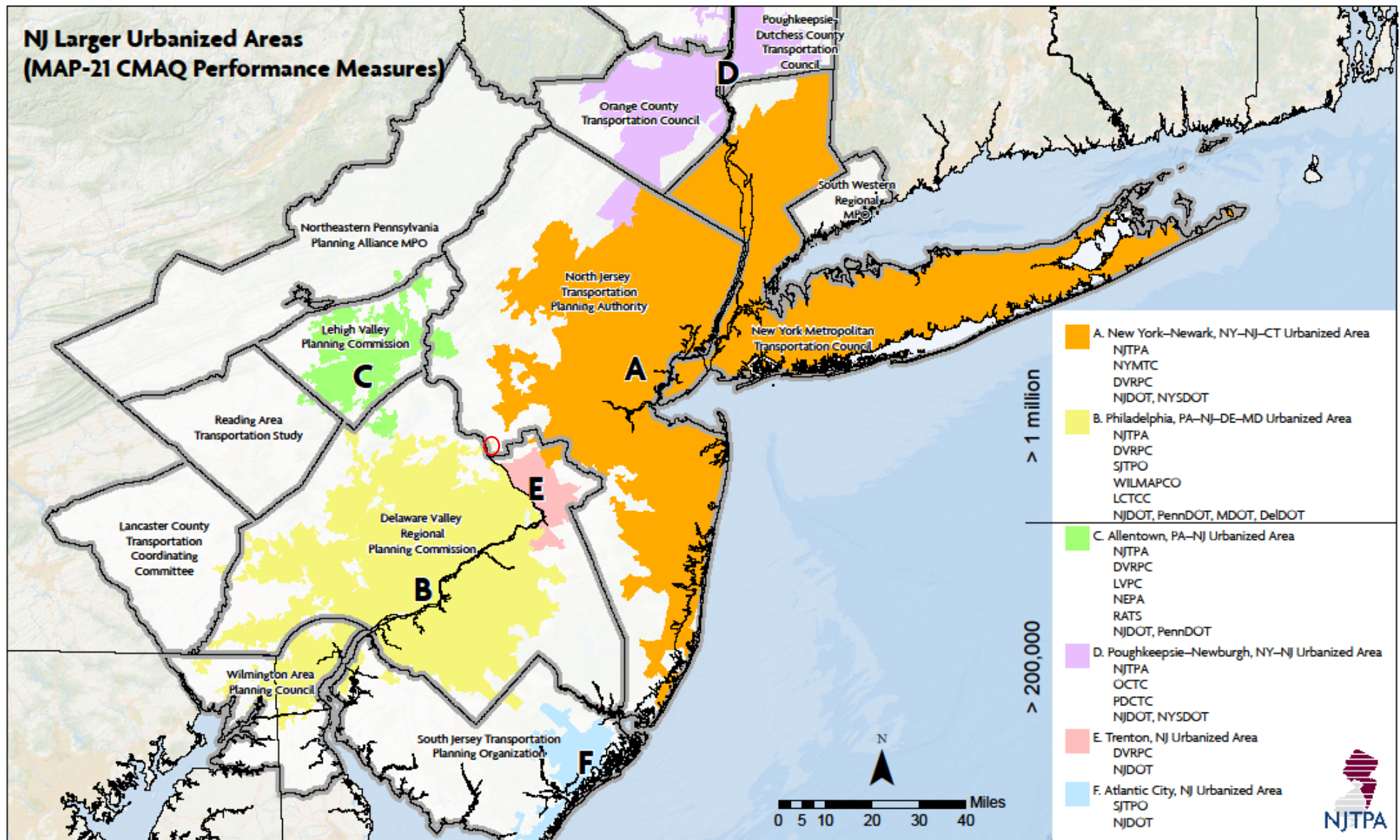
Targets for NJTPA Urbanized Areas



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)

Attachment G.4.
September 12, 2022

**DRAFT RESOLUTION: APPROVAL OF CONGESTION MITIGATION AND AIR
QUALITY (CMAQ) EMISSIONS REDUCTION
PERFORMANCE MEASURE TARGETS FOR THE NJTPA
REGION**

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

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

WHEREAS, the Federal Highway Administration (FHWA) rules on performance management require that MPOs and State departments of transportation coordinate on setting performance targets for CMAQ emissions reduction performance measures within air quality nonattainment and maintenance areas; and

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

WHEREAS, the FHWA-established performance measures applicable to the NJTPA region include the emissions reductions, in kilograms per day, of two pollutants—CO, and PM_{2.5}—and two ozone pollutant precursors—volatile organic compounds (VOC) and nitrogen oxides (NO_x); and

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

WHEREAS, the NJTPA coordinated with NJDOT and the other MPOs in New Jersey on analyzing trends and developing appropriate statewide and MPO regional targets for the required measures; and

WHEREAS, the NJTPA regional 2-year cumulative target for CO is 60.422 kg/day and the 4-year cumulative target is 114.796 kg/day; the 2-year cumulative target for PM_{2.5} is 4.659 kg/day and the 4-year cumulative target is 8.841 kg/day; the 2-year cumulative target for VOC is 8.384 kg/day and the 4-year cumulative target is 15.948 kg/day; and the 2-year cumulative target for NO_x is 22.528 kg/day and the 4-year cumulative target is 41.425 kg/day; and

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_{2.5}), volatile organic compounds (VOC) and nitrogen oxides (NO_x) 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_{2.5}). 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_{2.5}, along with the ozone precursors, VOC and NO_x.

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 ¹	130.498	60.422	114.796
PM _{2.5} Maintenance. Area	PM _{2.5}	12.339	4.659	8.841
Ozone Nonattainment Area	VOC	18.013	8.384	15.948
	NO _x	51.095	22.528	41.425

¹ 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.