



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

KATHRYN A. DeFILLIPPO, CHAIR

Board Meeting Minutes

March 8, 2021

A. Open Public Meetings Act Compliance

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

B. Roll Call

Following the salute to the flag, Ms. Morris called the roll. Nineteen voting members were present. (Attachment 1).

C. Approval of Minutes

A motion to approve the minutes of the January 11, 2021 meeting was made by Ocean County, seconded by Somerset County and carried with 18 affirmative votes. Sussex County abstained.

D. Chair's Remarks

Chair DeFillippo recognized two new NJTPA Trustees: Commissioner Zach Rich, Hunterdon County, who previously served as the County's alternate representative, and Commissioner Christopher Carney, the Board's new trustee from Sussex County. The Chair announced that the updated Board Handbook would not be printed this year due to the pandemic but would be made available online instead. The handbook provides an overview of the NJTPA's planning and capital programming processes, contact information for Board members and partner agencies, by-laws, and other important information.

The Chair said she is optimistic about the new administration's commitment to investing in infrastructure. She said the president has publicly committed to the Hudson River Tunnel project and overall Gateway Program, and she is hopeful there will be federal funding commitments to advance these important projects, which remain central components of the NJTPA's long-range plan.

Chair DeFillippo said staff is developing the latest long-range plan update, Plan 2050, which outlines the NJTPA's vision for the future and calls for making transportation safer and more equitable for all users. She said the plan's 2050 horizon year means it must consider emerging technologies and other trends that could change the ways people and goods are moved over the next 30 years. The Chair noted that the pandemic has presented challenges in forecasting these trends. For example, the shift to remote work has dramatically affected commuting and transit use.

The Chair said another issue the plan must consider is how to make the region's transportation system more resilient in the face of natural disasters like Superstorm Sandy, and February's storm that affected Texas.

Chair DeFillippo said the Board was being asked to vote on two action items that day, the NJTPA's annual work program for the next fiscal year and support for two performance measure targets. She said these actions show that the region is continuing to meet all its federal planning requirements despite the challenges of the pandemic.

E. Executive Director's Report

NJTPA Executive Director Mary D. Ameen reported on Central Staff activities since the January Board meeting. She said recent storms and bad weather are a reminder of the need to prepare infrastructure for increasingly extreme weather and other disruptive events. She said one way the NJTPA helps to foster resilience—as well as safety, health, equity, and the economy—is through the tasks outlined in the annual Unified Planning Work Program (UPWP).

Ms. Ameen said the work program sets the NJTPA's strategic directions for the coming year, under the direction of the Board and with input from agency partners and stakeholders. She said it is how the NJTPA builds upon past initiatives and achievements and sets new courses to respond to changing needs. Ms. Ameen noted some new Central Staff work tasks in this year's UPWP:

- Improving work relating to Title VI civil rights requirements, including compliance and reporting by the subregions;
- Studying freight rail crossings in the region;
- Developing a plan to promote active transportation;
- Validating and improving the region's travel demand model; and
- Supporting regional implementation of the State Strategic Highway Safety Plan.

Ms. Ameen said the UPWP also provides funding for transportation planning work in the 15 county and city subregions, including funds for core planning work, as well as competitive programs like Subregional Studies. She said the UPWP also outlines the activities of the state's eight Transportation Management Associations (TMAs) and provides funding for their wide range of programs. Ms. Ameen said the NJTPA has long been committed to these “pass through” programs, which put a significant amount of federal dollars to work at improving regional and local transportation and mobility.

Ms. Ameen said one of the key tasks in the current work program is development of Plan 2050, the updated long-range plan. She said the extensive public outreach for the plan is nearly complete and included numerous virtual public outreach meetings, focus groups with members of traditionally under-represented communities, an online survey, and three topical symposia. Ms. Ameen said one of the final outreach activities is a contest for kids, asking them to submit videos, audio recordings, poems, drawings, or short essays on their vision for the future of transportation. Details are on the NJTPA Plan 2050 website, where plan-related videos and recordings of the symposia are also available.

Ms. Ameen said a related activity is the ongoing UpNext North Jersey group, composed of young adults, which meets periodically to provide input on Plan 2050 and other NJTPA work. They last met in January to discuss resilience, including a presentation by the state's climatologist Dr. David Robinson. She said it was a highly relevant discussion, as today's young adults will become tomorrow's leaders, faced with responding to climate change and the intertwined issues of social equity, public health, and sustainability. Ms. Ameen said the input received from these and other efforts, along with in-house modeling and technical analysis, will provide the foundation for the final Plan 2050 document. A formal public comment period is planned for late summer, and Board action is expected in the fall.

Ms. Ameen said the Board also will be asked in the fall to approve a new Transportation Improvement Program (TIP) and accompanying air quality conformity determination, both of which also are under preparation and critical to the NJTPA's mission and operations.

Ms. Ameen said the next few months will be busy and productive, and she thanked all for their continuing support and involvement.

F. Committee Reports/Action Items

Project Prioritization – Commissioner John W. Bartlett, Chair

Commissioner Bartlett reported that, at the joint committee meeting in February, the Project Prioritization Committee approved four action items which do not require further action. He said the first concerns a set of four modifications to the Fiscal Years (FYs) 2020-2023 TIP. He said the first modification adds \$1.5 million in federal funding for the preliminary engineering phase of work in Fiscal Year 2021 for the Route 46 Pequannock Street to County Route 513 (also known as West Main Street) project in Morris County. Funding for this phase is now ready for authorization in 2021.

The Commissioner said the second modification adds \$4.75 million in Port Authority of New York & New Jersey (PANYNJ) funds in FY 2021 for preliminary engineering for the Route 1&9 Interchange at Route I-278 project in Union County. Additionally, \$1 million in state funds is added for design in 2023 to match current funding in the State Transportation Improvement Program. Third, for the Route 18, East Brunswick, Drainage and Pavement Rehabilitation project in Middlesex County, the Committee approved a request to add \$4.95 million in the current fiscal year for right-of-way and to reprogram \$37.2 million for construction in 2022 and

2023. The fourth modification concerns the Route 206, Valley Road to Brown Avenue project in Somerset County. The modification removes the utility phase of work, which had been allocated \$5.5 million. That work will now be conducted as part of the construction phase, which is allocated \$71.5 million in federal funds from 2023 through 2025. The funding amount for construction must increase due to additional earthwork, stormwater management, right of way acquisition, and bridge construction costs.

Commissioner Bartlett said the Committee also considered three project financial plan annual updates. These updates are required for major projects with total cost from \$100 million to \$500 million in federal funding.

- The updated financial plan for the Route 206 Project in Somerset County reflects a total project cost of \$487 million, an increase of \$34 million which is mainly due to an increased design effort for the Doctors Way to Valley Road segment, updated cost estimates, increased construction support services, and minor construction change orders.
- The updated financial plan for the Route 72, Manahawkin Bay Bridges Project in Ocean County reflects a decrease in total project cost of about \$13 million to \$328 million. This results from finalized design and actual construction costs.
- The updated financial plan for the Route 3/Route 4, Valley Road and Notch/Rifle Camp Road Interchange project in Passaic County reflects a \$7.2 million increase in total project cost to \$316 million, mainly due to construction change orders from unanticipated site conditions, utility conflicts and contractor bids that were higher than the engineer's estimate.

The Commissioner said the Committee approved the four modifications and three financial plan updates, and no further action is needed. He said, also at the meeting, Central Staff briefed the Committee on the development of the region's draft FY 2022 TIP. He said the subregions have had the opportunity to review and comment on the state's unconstrained Draft Transportation Capital Program (often referred to as the "Project Pool"), which provides the foundation for the TIP to be finalized later this year.

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

Commissioner Kelly said the Planning and Economic Development Committee considered two action items at the February joint meeting. The first concerns approval of the FY 2022 UPWP, which describes all regional transportation planning and related work being done by Central Staff, the subregions, and the Transportation Management Associations during the upcoming state fiscal year, which begins July 1. He said drafts of the UPWP and budget were distributed to the Board, RTAC, NJDOT, NJ TRANSIT, and the federal partners in December for review and comment. The Commissioner said, in addition to providing helpful suggestions for enhancing or clarifying work tasks, NJDOT commended the NJTPA for developing a work program that responds to federal emphasis areas and state planning priorities. He thanked NJDOT for this feedback.

Commissioner Kelly noted that NJDOT commended Morris County for including work that fosters coordination with railroad operators and interested businesses to consider moving more goods via rail. NJDOT also commended Passaic County for including an elective activity to help develop policies and methodologies for producing more accurate crash data for environmental justice communities. He said this will help achieve the State's vision to move toward zero deaths and will do so with an emphasis on equity.

The Commissioner said the Committee next recommended support for the Adjusted Pavement and Bridge Performance Measure targets set by the NJDOT. These are among the federally required, statewide two- and four-year targets set by NJDOT that the Board first voted to endorse in 2018. He said, last October, NJDOT submitted a performance progress report to the Federal Highway Administration that covered the first two-year period. Based on their assessment, NJDOT chose to adjust the four-year targets for three of the performance measures:

- NJDOT is increasing the target for the percentage of the non-interstate National Highway System pavement lane-miles in poor condition. This change is due to data limitations and lack of experience with the new pavement metric, which initially led to an unrealistic target number.
- NJDOT has adopted a slightly more optimistic target for the percentage of bridges in good condition, reflecting recent trends.
- NJDOT slightly increased the target for bridges in poor condition, based on more current data.

Commissioner Kelly said NJDOT collaborated with the NJTPA and the state's other MPOs on developing these adjusted targets, which will serve as useful benchmarks toward achieving longer-term regional goals.

The Commissioner noted that at the joint meeting Central Staff provided updates on recent activities, including Plan 2050 outreach, updated regional performance measure products, and recent Together North Jersey activities.

Action Item 1: Approval of the FY 2022 Unified Planning Work Program (Attachment 2)

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

Action Item 2; Support for Adjusted Pavement and Bridge Performance Measure Targets Set by the New Jersey Department of Transportation (NJDOT) (Attachment 3)

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

Freight Initiatives – Commissioner Charles Kenny, Chair

Commissioner Kenny reported that the February meeting of the Freight Initiatives Committee featured an annual review and report on Port and Maritime activities in the region. He said the first speaker was Bethann Rooney from the PANYNJ, who said that even with the pandemic, the volume of containers handled at the port continued to rise in 2020, surpassing previous years, but the growth was not uniform for all sectors. Volume from the port's three auto processors was initially down 40 percent but recovered during the last six weeks of the year with the arrival of 2021 models. Rail volume grew by 7 percent, but business at the port's two cruise terminals was down 91 percent, and bulk commodities were down 17 percent. Ms. Rooney highlighted that after several canceled sailings during the early months of the pandemic, the Port handled the equivalent of eight months of containerized cargo in the last five months of 2020.

Ms. Rooney also noted that Port stakeholders – including the New York Shipping Association, the International Longshoremen's Association, and the Council on Port Performance – are working to manage cargo volumes while keeping port workers healthy and safe. She also said ongoing investments by the PANYNJ and its partners continue to focus on improving terminal capacity and access. The PANYNJ and Army Corps of Engineers are studying the feasibility of further deepening and widening port channels to accommodate increasingly larger ships. The PANYNJ is also partnering with Conrail on rail improvements, including constructing the Waverly Loop north of Port Newark and design work for the Southbound Connector Project. On the Environmental sustainability front, PANYNJ programs have significantly reduced air pollutants in the last 10 years, despite a 47 percent growth in cargo volume.

The Commissioner introduced the next speakers: Markus Schwenke, Daimler Trucks North America, and Chris Grato, International Motor Freight (IMF). They briefed the Committee on a pilot program to electrify IMF vehicles that move containers at the port. Partial funding for this project was awarded through the NJTPA Transportation Clean Air Measures program, and it recently received additional funding through New Jersey's Volkswagen settlement. Following successful tests on the West Coast, battery electric tractors will be deployed at the port as part of the pilot program beginning in 2022. These vehicles are proven to lower operating expenses while benefitting the environment. The pilot includes a charging park, stationery battery storage, and solar power support.

Commissioner Kenny said that, also at the meeting, Committee members learned that NJDOT's FY 2021 Freight Rail Assistance Program grants included an award to Morris County to advance work on the Dover and Rockaway Realignment project, which was part of NJTPA's pilot Freight Concept Development Program. NJDOT will open the FY 2022 program for applications in July.

G) Planning for 2050 Presentation: Federal Transportation Policy and Legislation Outlook

Erich Zimmermann, Deputy Director, National Association of Regional Councils (NARC), briefed the Board on the status of certain House and Senate bills, including a COVID response package that is undergoing the reconciliation process; a COVID recovery package, which also may undergo reconciliation; and the reauthorization of the Fixing America's Surface Transportation (FAST) Act, which expires on September 30, 2021.

Mr. Zimmermann said it is a NARC priority to advocate for increasing federal funding that flows to local jurisdictions through their Metropolitan Planning Organizations (MPOs) from the Surface Transportation Block Grant (STBG) Program, as well as through Metropolitan Planning (PL) funds. Mr. Zimmerman said NARC works with local officials and transportation coalitions, including the League of Cities, National Association of Counties, Conference of Mayors, Association of MPOs and National Association of Development Organizations. He said they are asking Congress to consider making STBG 100 percent suballocated based on population, which would increase the amount of funding available at the local level, especially areas with populations over 200,000. He encouraged Board members to tell Congress how they would use the increases and how important it is to move projects at the local level, where change can best effectuated.

Mr. Zimmermann noted that a letter from Rep. Peter DeFazio, Chair of the House Committee on Transportation and Infrastructure, proposes reinstituting earmarked funding for projects at various phases leading up to construction, and not just those that are “shovel ready.” Mr. Zimmerman said feedback from the NJTPA and other MPOs suggests encouraging legislators to expand the list of sources from which they might draw projects for earmarking beyond the TIP to include long range transportation plans, work programs and the Economic Development Administration’s Comprehensive Economic Development Strategy plan.

On New Jersey’s Gateway Program, Mr. Zimmerman said there is reason for optimism because the Federal Transit Administration has reversed a prohibition of local areas using federal loans as matching funds. Also, last year’s House INVEST Act included \$10 billion for Projects of Regional and National Significance, which he said could be a source of funding for Gateway. Last year’s bill is forming the foundation of the bill currently being crafted in the House.

Mr. Zimmermann said NARC is focusing on the next stimulus bill and reauthorization and may seek increased attention to and funding for workforce development, electric vehicle charging stations, fleet electrification, equity, and broadband.

H) Public Participation

Neile Weissman, Complete George, said the PANYNJ’s Restore the George project will reconfigure the George Washington Bridge bicycle/pedestrian paths in a way that will increase the likelihood for user conflicts, or crashes, when the project is complete.

Sutapa Bhandyopadhyay, New Jersey office of the Federal Highway Administration, said the U.S. Department of Transportation has issued a Notice of Funding Opportunity for the Infrastructure for Rebuilding America (INFRA) Grant Program and is accepting grant applications until March 19, 2021. Ms. Bhandyopadhyay also said the US Census Bureau is requesting public comment on the proposed criteria for urban area delineation determination, which affects the amount of federal funds that urban areas receive. Comments can be submitted at the Federal Register website by May 20, 2021.

I) Time and Place of Next Meeting

Chair DeFillippo announced that the next virtual meeting of the NJTPA Board will be held on Monday, May 10, 2021 at 10:30 a.m.

J) Adjournment

At 11:35 a.m., a 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: March 8, 2021

Subregion/Agency	Voting Members/Alternates	Staff & Others
Bergen County	Peter Botsolas	Joseph Baladi
Essex County	David Antonio	
Hudson County	Byron Nicholas	Thomas Malavasi
Hunterdon County	Hon. Zach Rich	Carrie Fellows
Jersey City	Barkha Patel	Elias Guseman
Middlesex County	Hon. Charles Kenny Doug Greenfeld	Solomon Caviness Vijayant Rajvanshi
Monmouth County	Teri O'Connor	Joseph Ettore David Schmetterer
Morris County	Hon. Kathy DeFillippo John Hayes	Dede Murray
Newark	Phillip Scott	Trevor Howard
Ocean County	Hon. John Kelly John Ernst	
Passaic County	Hon. John Bartlett	Michael Lysicatos Andras Holzmann
Somerset County	Hon. Sara Sooy Walt Lane	Ken Wedeen Paul Drake
Sussex County	Hon. Chris Carney Tom Drabic	
Union County	Hon. Bette Jane Kowalski	Liza Betz
Warren County	Hon. Jason Sarnoski	
Governor's Office	Lauren Nathan-LaRusso	
NJDOT	Mike Russo	James Vari Andrew Swords Touraj Tayebi Thomas Houck
NJ TRANSIT		Lou Millan
Port Authority of NY & NJ	Jay Shuffield	
Citizen's Representative	Jared Rodriguez	

Other Attendees	
Anna Aleynick	AECOM
Neile Weissman	Complete George
Valerie Askinazi	Environmental Protection Agency

Sutapa Bandyopadhyay	FHWA
Raymond Tomczak	FTA
Paul St. Onge	GibbonsLaw.com
Bob Werkmeister	GPI
Ted Del Guercio	McManimon, Scotland & Baumann, LLC
Erich Zimmerman	NARC
Various members of Central Staff	NJTPA
Dan Callas	TransOptions
James Selle	
Victor Mattola	
Dwayne Eddings	
Bassey Onyile	
Raymond Fusco	
Jay Robaina	
I80 DWG Coalition	

DRAFT RESOLUTION: APPROVAL OF THE FY 2022 UNIFIED PLANNING WORK PROGRAM

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, pursuant to 23 U.S.C. 104 (f) et. seq. and 49 U.S.C. 1607 et. seq., is responsible for the development of the Unified Planning Work Program (UPWP) to guide the transportation planning process in northern New Jersey; and

WHEREAS, the Fiscal Year 2022 UPWP (July 1, 2021 to June 30, 2022) describes all urban transportation and transportation-related planning activities to be undertaken by the NJTPA Central Staff, New Jersey Department of Transportation, NJ TRANSIT, NJTPA subregions, Transportation Management Associations, and other planning agencies in the region; and

WHEREAS, the FY 2022 UPWP is fully consistent with the U.S. Department of Transportation Metropolitan Transportation Planning Regulations (23 CFR part 450) which became effective May 27, 2016, as well as the “Fixing America’s Surface Transportation Act” (FAST Act); and

WHEREAS, any FY 2022 Compensation Plan and salary parameters will be subject to the NJTPA Executive Committee approval and New Jersey Institute of Technology confirmation; 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 FY 2022 Unified Planning Work Program for the region.

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

DRAFT RESOLUTION: SUPPORT FOR ADJUSTED PAVEMENT AND BRIDGE PERFORMANCE MEASURE TARGETS SET BY THE NEW JERSEY DEPARTMENT OF TRANSPORTATION (NJDOT)

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 State department of transportation (DOT) and MPO shall: set performance targets for the established 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 Authority (FHWA) has established national performance measures for use in the performance-based planning process; and

WHEREAS, the New Jersey Department of Transportation (NJDOT) set 2- and 4-year statewide targets for the first performance period (2018–2021) in the Baseline Performance Period Report, submitted to FHWA on October 1, 2018; and

WHEREAS, the NJTPA established MPO targets by supporting the NJDOT statewide 2- and 4-year statewide targets for the 2018-2021 performance period by resolution on September 10, 2018; and

WHEREAS, in the Mid Performance Period Progress Report submitted to FHWA on October 1, 2020, the NJDOT submitted adjusted statewide 4-year targets for three pavement and bridge measures: 1) percent of the non-Interstate NHS pavement lane-miles in poor condition, 2) percent of the NHS bridges (by deck area) in good condition, and 3) percent of the NHS bridges (by deck area) in poor condition; and

WHEREAS, the FHWA rules on performance management require that MPOs and State departments of transportation coordinate on setting performance targets; and

WHEREAS, the FHWA rules also require that, if a State DOT adjusts a 4-year target in the Mid Performance Period Progress Report, and if the MPO established its corresponding target by supporting the State DOT target, then the MPO shall, within 180 days, either support the adjusted statewide 4-year target or commit to a new quantifiable target for that performance measure for its metropolitan planning area; and

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

WHEREAS, the adjusted statewide 4-year targets appropriately reflect and will serve as suitable benchmarks for the planning goals and desired outcomes for the projects and programs of the NJTPA Regional Transportation Plan and TIP; 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 supports the NJDOT adjusted statewide 4-year targets for the three pavement and bridge performance measures; and

BE IT FURTHER RESOLVED, that the NJTPA will program investments that support the achievement of these performance targets; 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.