



North Jersey Transportation Planning Authority, Inc.

REGIONAL TRANSPORTATION ADVISORY COMMITTEE (RTAC)

David Antonio, Chair
Andras Holzmann, Vice Chair

AGENDA
June 10, 2024
10:30 AM

Join Zoom Meeting

<https://njtpa-org.zoom.us/j/97263727539?pwd=SG9JeVRGR1JXSghNWTBjMitVOG9vUT09>

Meeting ID: 972 6372 7539
Passcode: 519141

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+16469313860,,97263727539# US

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- I. Roll Call
 - II. Approval of Minutes
 - III. Presentation: New Jersey Safety and Health Outcomes Center for Integrated Data — Allison E. Curry, Children’s Hospital of Philadelphia
 - IV. Information Items
 1. Route 72 Manahawkin Bay Bridge Financial Plan Update – Vanessa Koenigkramer, Central Staff
 2. Subregional Programs Update — Justine Recio-Patel and William Long, Central Staff
 - Subregional Studies Solicitation
 - Reporting
 - Workshop

3. Zoning Atlas Update — Rick Cippoletti, Central Staff

V. Written Information Items

1. Local Safety Action Plan Development Update – Lois Goldman, Central Staff

VI. Review of Standing Committees Action Items

Project Prioritization Committee

1. Approval of the 2024 Safe Routes to School Awards — Sascha Frimpong, Central Staff
2. Minor Amendments to the FY 2024-2027 Transportation Improvement Program to Add Federal Funds to Six Programs as Requested by NJDOT – John Witsch, Central Staff
 - Bridge Deck/Superstructure Replacement Program
 - Bridge Preventive Maintenance
 - Mobility and Systems Engineering Program
 - Pavement Preservation, NJTPA
 - Planning and Research, Federal-Aid
 - Safety Programs
3. Minor Amendment to the FY 2024-2027 Transportation Improvement Program to Adjust and Increase Federal Funds on the Route 80, Riverview Drive (CR 640) to Polify Road (CR 55) Project in Bergen and Passaic Counties as Requested by NJDOT – John Witsch, Central Staff
4. Minor Amendments to the FY 2024-2027 Transportation Improvement Program to Add Federal Funds to Three Programs as Requested by NJ TRANSIT – John Witsch, Central Staff
 - Bridge and Tunnel Rehabilitation
 - Rail Support Facilities and Equipment
 - Transit Enhancements/Transportation Alternatives Program/Alternative Transit Improvements
5. Minor Amendments to the FY 2024-2027 Transportation Improvement Program to Add One Program and Four Projects as Requested by NJ TRANSIT – John Witsch, Central Staff
 - Light Rail Vehicle Rolling Stock
 - Lackawanna Cutoff MOS Project
 - Lyndhurst Intermodal ADA Improvements
 - NEC Elizabeth Intermodal Station Improvements
 - New Brunswick Station Platform Extension and Elevator Improvements (Liberty Corridor)

6. Modifications to the FY 2024-2027 Transportation Improvement Program to Add Federal Funds to One Program and Two Projects as Requested by NJDOT – John Witsch, Central Staff

- Intelligent Traffic Signal Systems
- Route 3 & Route 495 Interchange
- Route 202, Old York Road (CR 637) Intersection Improvements

VII. Other Items for Discussion

VIII. RTAC Teleconference – (Tentative)

IX. Next Meeting: August 12, 2024, 10:30 a.m.

X. Adjournment

V. Written Information Items

NJTPA Supported Local Safety Action Plan Development Update – Lois Goldman, Central Staff

The eight counties working with the NJTPA on the creation of Local Safety Action Plans have convened Local Implementation Committees (LICs) for their first meetings in April and May. The counties are Bergen, Hunterdon, Morris, Ocean, Passaic, Somerset, Sussex, and Warren. The LICs are guiding the development of the plans and their adoption at the County level. They are composed of county and municipal engineers, planners, health professionals, law enforcement and other local leadership, as well as safety advocates and other community leaders. In the coming months, websites and surveys will be launched for each plan, and public outreach will begin. The second LIC meetings are anticipated for late summer or early fall. The plans will meet requirements for the USDOT Infrastructure Investment and Jobs Act (IIJA) Safe Streets for All program.



Regional Transportation Advisory Committee (RTAC)

David Antonio, Chair

Andras Holzmann, Vice Chair

Meeting Minutes

April 8, 2024

I. Roll call

RTAC Chair David Antonio called the meeting to order at 10:30 a.m. Ted Ritter, Central Staff, called the roll and 19 voting members were present.

II. Approval of Minutes

A motion to approve the minutes of the February 13, 2024 meeting was made by Sussex County, seconded by Somerset County and carried unanimously.

III. Presentation:

Get to Know a Subregion: Warren County – Ryan Conklin, Assistant Planning Director, Warren County

The Chair indicated that today is the first in a series of RTAC presentations called “Get to Know a Subregion.” He introduced Warren County’s assistant planning director, Ryan Conklin.

Mr. Conklin highlighted the county’s response to the surge in warehouse development over the past five years. He said the county took proactive measures to address freight and truck management. Initiatives included a light industrial study by the county in 2019, assessing where and how development could occur. Then in 2021, the county prepared a comprehensive transportation master plan, which included significant public outreach. Municipalities were alerted to impacts of future development and the need to prepare. In cooperation with the New Jersey Department of Transportation (NJDOT), the County restricted truck movements on certain county roads and conducted a road safety audit of crash hotspots on County Road 519. In 2023, Warren County amended its Master Plan, with the goal of creating a truck routing map as well as addressing freight impacts as part of development applications that come into the County.

During the past five years, he said, the county had about 13 million square feet of development at various stages of approval. With 8,250 acres of industrial zoned land remaining, he said, full build-out

could result in up to 40 to 50 million square feet of additional warehousing. The County's strategy has been to seek agreements with developers during the application process to ensure they adhere to routing maps and minimize traffic impacts. The County has also negotiated developer contributions to key infrastructure improvements. In all these efforts, the County has sought supportive municipal regulations, planning and zoning. Municipal cooperation is vital, he said, because Warren County must rely on municipalities to enforce restrictions on truck movements. This is complicated by the fact that some municipalities do not have their own police forces and rely on State Police enforcement.

Mr. Conklin said while the industrial development pressure has recently abated, other development pressures will arise whether it's multifamily housing or other types of land uses. He urged planners to keep track of development trends and keep ahead of them in plans they develop.

Dave Behrend, NJTPA Executive Director, thanked Mr. Conklin for the presentation, saying he appreciates Warren County volunteering to kick off the new presentation series.

IV. Information Items

1. TMA Update – Ronda Urkowitz, Cross County Connection

Ms. Urkowitz, Executive Director of Cross County Connection, provided an overview of pedestrian and bicycle safety services offered by Transportation Management Associations (TMAs) across the state.

She said there is increasing demand for Complete Streets demonstration projects, where temporary infrastructure improvements are tested before permanent implementation. She highlighted a project in Voorhees Township, aimed at addressing speeding and cut-through traffic near a train station and a school. Such projects use temporary materials like hay bales and signage to create roundabouts and bike boulevards.

Community engagement and stakeholder collaboration, Ms. Urkowitz said, are important parts of demonstration projects, while surveys can provide support for making some improvements permanent. Demonstration projects by EZ Ride have included unique roadway murals created in collaboration with local artists, she said.

Ms. Urkowitz said small- and large-scale road safety audits are also being conducted by TMAs in collaboration with communities. In some cases, municipalities have used safety audit recommendations to seek federal funding for infrastructure improvements. Additionally, she highlighted speed studies conducted by TMAs to gather data on vehicle speeds, assisting municipalities in prioritizing enforcement and identifying safety issues.

Ms. Urkowitz encouraged RTAC members to collaborate with TMAs in assisting municipalities on pedestrian and bicycle safety initiatives. She said the TMA Council website has more information.

2. Financial Plan Updates for Two NJDOT Transportation Improvement Program (TIP) Projects – Vanessa Koenigkramer, Central Staff

Ms. Koenigkramer explained that federal regulations require recipients of federal financial assistance, for projects with a total cost from \$100 to \$500 million, to prepare a financial plan and provide annual updates until project completion. An initial financial plan was prepared by NJDOT in 2017 for the Route 206 project and in 2014 for the Routes 3 and 46 interchange project. Both have been updated annually.

The most recent financial plan update for Route 206, she said, reflects a current total project cost of more than \$515 million, an increase of \$19.9 million since the last update. Funding changes for this project are the result of increased costs for several right-of-way acquisitions, inflation, and other current economic conditions.

For the Routes 3 and 46 interchange, Ms. Koenigkramer said the most recent update reflects a current total project cost of \$330 million, an increase of \$6.7 million from the previous update. The funding increase is the result of right-of-way acquisition efforts, change orders related to utility relocations, and unforeseen field conditions, she explained. As of the 2023 construction season, 95 percent of the project has been completed. The remaining activities are associated with right of way, acquisitions, utility relocations, and construction.

Ms. Koenigkramer said the 2024 TIP was programmed adequately to cover the costs and schedules for both projects and does not need to be revised. Further, she said the financial plan updates do not affect either project's air quality conformity.

3. Regional Transportation Alternatives Set Aside Program – Sascha Frimpong, Central Staff

Ms. Frimpong said NJDOT, in partnership with the state's three MPOs, is accepting applications for the Regional Transportation Alternatives Set-Aside program. The program provides federal funds for community-based, non-traditional transportation projects designed to strengthen the cultural, aesthetic, and environmental aspects of the intermodal transportation system. Projects should total more than \$1.5 million, have a significant impact on the NJTPA region, and benefit multiple counties and municipalities.

Ms. Frimpong said there is a quick turn-around for this program; the NJTPA must provide a list of candidate projects to NJDOT by May 17. NJDOT will then open the electronic SAGE system to allow applicants to submit their projects for consideration. She explained this program is only open to NJTPA subregions and municipalities. While nonprofits are not eligible to directly receive funding, they can partner with subregions on projects. Submissions will require a resolution of support from the local governing body and from the owner of the public right-of-way in which the project is to be located.

Ms. Frimpong said following past guidance from the NJTPA Board, Central Staff will focus on projects that advance the creation of the Morris Canal Greenway. The NJTPA also will be looking for projects to help support the Regional Active Transportation Plan completed in 2023, including projects providing for greater bicycle and trail connections throughout the region. Project types being considered include on- and off-road trail facilities for pedestrians, bicyclists and other non-motorized forms of transportation, as well as streetscaping and corridor landscaping.

In this round of funding, Ms. Frimpong said the NJTPA does not plan to advance historic preservation building projects due to their complexity. She also noted the NJTPA is looking for shovel-ready projects

that do not pose right-of-way acquisition challenges. She urged RTAC members to contact her as soon as possible, but no later than April 26, with any candidate projects. Each potential project sponsor must attend a pre-application meeting with the NJTPA and NJDOT's Local Aid subject matter experts to be considered for funding. RTAC members were emailed a link last week to sign up for the pre-application meeting. She asked anyone who did not get the link to email or contact her if interested

Trevor Howard, City of Newark, asked if funding under the program could be used in combination with other funds to complete an underfunded project. Ms. Frimpong said that is the approach being used for the Morris Canal Greenway, but that use of funds would have to be considered on a project-by-project basis.

4. FY 2025 Online Quarterly Reporting Tool for Subregional Programs – Kaitlynn Davis, Central Staff

Ms. Davis said Central Staff has been working to create an online system for quarterly progress reporting for the Subregional Transportation Planning (STP) Program and Subregional Studies Program (SSP). She said this system will be ready for first quarter progress reporting in FY 2025 in September and October of this year. The system will allow Central Staff to better track subregions' work and provide more structure and convenience for quarterly reporting. Ms. Davis said two focus groups will be organized later this spring to provide feedback about the new system. She asked subregions interested in participating in the focus groups to contact Justine Recio-Patel for the STP and William Long for the SSP.

5. Complete Streets Technical Assistance Program Update – Peter Bilton, Central Staff

Mr. Bilton said since 2018 the NJTPA has partnered with the Voorhees Transportation Center at Rutgers and Sustainable Jersey at the College of New Jersey to conduct the Complete Streets Technical Assistance program approximately every two years. He said this program's fourth round is about to begin. The program provides technical assistance to municipalities to conceptualize a Complete Streets improvement which can then be advanced towards implementation. Five projects have been selected for this round. Four projects include walkability workshops and Complete Streets conceptualizations: Linden Avenue in Verona; McBride Avenue (County Road 639) in Paterson; Main Street (County Road 523) in the historic Whitehouse Station neighborhood of Readington; and 8th Avenue in Belmar. In addition, Belleville will create a bicycle network plan and pop-up demonstration bike lane near the high school and municipal stadium. He said kickoff meetings with these municipalities are being scheduled. For those projects that include county roads, he asked for the input and involvement of RTAC members and staff of county engineering departments. Mr. Bilton noted that the TMAs will also be partners. He said the projects will be conducted on a staggered schedule during the next year.

6. Accessibility and Mobility Regional Reassessment – Eugene McGuinness, Central Staff

Mr. McGuinness said Central Staff is completing contract negotiations with the consultant for the upcoming Accessibility and Mobility Regional Reassessment. He said this project will update the Accessibility and Mobility Strategy Synthesis completed in 2021. It is the latest iteration of the NJTPA Congestion Management Process, or CMP, identifying regional needs and strategies and informing the next long range transportation plan. It will be the first update that incorporates insights from passively collected smartphone data to help uncover the nuances of local transportation patterns and illuminate

equity concerns, Mr. McGuinness noted. Central Staff will engage RTAC in the coming months for the creation of a working group and/or Technical Advisory Committee to review findings during the course of the 12-month project, he said.

7. PRIME 2.0 Users Group – Jeffrey Vernick, Central Staff

Mr. Vernick said PRIME is an online library for identifying findings and recommendations of planning studies. He asked RTAC members to let Central Staff know about information or studies to incorporate into the system. A PRIME user group held its first meeting March 18, with participation by Middlesex County, Hudson County, NJ TRANSIT, NJTPA freight staff, and others. Mr. Vernick said the system is working well, and a consultant is helping to resolve some mapping issues. He encouraged those who have not yet created an account to visit the PRIME website and request one. Several training videos are also available. He said Central Staff plans to hold a second user group meeting as part of efforts to grow the system. Central Staff is particularly interested in how to make the system more intuitive and serve the types of planning work done by subregions and others, he said.

Jeff Perlman, Central Staff, noted that the active transportation network developed as part of the Regional Active Transportation Plan has been added to PRIME. He reminded RTAC members that they are required to enter recommendations from completed subregional studies into PRIME, noting that the recent enhancements have made it easier to enter information. He encouraged NJTPA subregions that have done studies during the last cycle or two to verify that they are entered into PRIME by the end of this fiscal year

V. Written Information Items

The Chair said the following five written information items were included in the RTAC agenda package:

1. RTAC Input on the FY 2026-2027 Subregional Studies Solicitation – William Long, Central Staff
2. Climate Action Planning Update – Zenon Tech-Czarny, Central Staff
3. Population and Employment Forecasts Update – Eugene McGuinness, Central Staff
4. Regional Capital Investment Strategy Update – Keith Miller, Central Staff
5. Vibrant Communities Initiative Placemaking Event – Blythe Eaman, Central Staff

There were no comments or questions on the written items.

VI. Review of Standing Committees Action Items

John Witsch, Central Staff, briefed RTAC on the three action items to be considered by the project Prioritization Committee at the April 15 Joint Committee meeting.

1. Minor Amendment to the FY 2024-2027 TIP to Add the Elizabeth Intermodal Transportation Infrastructure Planning Project in Union County as Requested by the City of Elizabeth

Mr. Witsch said the first action item is a minor amendment to the FY 2024 TIP to add the Elizabeth Intermodal Transportation Infrastructure Planning project in Union County as requested by the City of

Elizabeth. The planning study project will be programmed with \$5 million of RAISE grant funds to examine, identify and assess the feasibility of construction of a ferry terminal and incorporation of a ferry service from the City of Elizabeth to Manhattan. Inclusion of this planning project in the TIP is a requirement of the Federal Transit Administration to complete the funding authorization process for the city, he explained.

2. Modification to the FY 2024-2027 TIP to Add Federal Funds to the Route 80/15 Interchange Project in Morris County as Requested by the NJDOT

Mr. Witsch said this modification to the current TIP is to advance and add federal funds to the Route 80/15 interchange project in Morris County, as requested by NJDOT. It would add \$11.1 million of National Highway Performance Program funds for construction, increasing the total to \$155.6 million and to advance the funds as follows: \$55.6 million in FY 2028, \$50 million in FY 2029 and \$50 million in FY 2030. The increased cost estimate, he explained, is a result of unit price increases due to inflation, supply chain issues and higher costs for labor and materials. These changes align with the current project needs, outlined in the recent 2023 Financial Plan update.

3. Modification to the FY 2024 – 2027 TIP to Add Federal Funds to the Route 3 EB, Bridge over Hackensack River and Meadowlands Parkway Project in Bergen and Hudson Counties as Requested by the NJDOT

Mr. Witsch said this modification to the current TIP adds federal funds to the Route 3 eastbound bridge over Hackensack River and Meadowlands Parkway projects in Bergen and Hudson counties, also requested by the NJDOT. This request is to add \$2.5 million of bridge formula program funds for Preliminary Engineering in FY 2024 which increases the Preliminary Engineering total to \$7 million. This cost increase is due to inflation and additional activities needed to complete an environmental assessment.

VII. Other Items for Discussion

The Chair asked for and noted no other items for discussion.

VIII. RTAC Teleconference – May 20, 2024 (Tentative)

The Chair said an RTAC teleconference is tentatively scheduled for Monday, May 20, 2024. He asked members to reach out to him or RTAC Vice Chair Andras Holzmann if there are any suggestions for agenda items.

IX. Next Meeting: June 10, 2024

The Chair said the next RTAC meeting is scheduled for Monday June 10, 2024.

X. Adjournment Newark moved adjournment and Somerset seconded. Upon voice vote, the meeting adjourned at 11:40.

Regional Transportation Advisory Committee

Attendance

| Members | |
|-----------------------|---|
| David Antonio (Chair) | Essex County |
| Peter Kortright | Bergen County |
| Tom Malavasi | Hudson County |
| Frank Bell | Hunterdon County |
| Mike Manzella | Jersey City |
| Andrew Lappitt | Middlesex County |
| Shilpa Bhojappa | Monmouth County |
| John Hayes | Morris County |
| Trevor Howard | City of Newark |
| Mark Jehnke | Ocean County |
| Ken Wedeen | Somerset County |
| Tom Drabic | Sussex County |
| Liza Betz | Union County |
| Ryan Conklin | Warren County |
| Farzana Ahmed | NJDOT |
| Megan Massey | NJ TRANSIT |
| Jay Shuffield | Port Authority of New York & New Jersey |
| Charles Burton | Citizens' Representative |
| Other Attendees | |
| Ronda Urkowitz | Cross County Connection TMA |
| Ashley Dominguez | Hudson County |
| Michael Dannemiller | Middlesex County |
| Michael Popovich | Monmouth County |
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