



## ANGEL G. ESTRADA, CHAIR

### Board Meeting Minutes

September 10, 2018

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#### A. Open Public Meetings Act Compliance

Chairman Angel Estrada, Freeholder, Union County called the meeting to order at 10:00 a.m. Beverly Morris reported that, in accordance with the Open Public Meetings Act, Chapter 231, P.L.1975, adequate notice of this meeting had been forwarded to the *Star Ledger*, the *Asbury Park Press*, the *Courier News*, the *Daily Record*, the *Home News Tribune*, the *Jersey Journal*, *New Jersey Herald*, and *The Record*. It was posted in the Essex County Hall of Records, Newark, New Jersey, and on the bulletin board of the Lieutenant Governor, Trenton, New Jersey.

#### B. Salute to the Flag

Chairman Estrada led the Board of Trustees in the Pledge of Allegiance.

#### C. Roll Call

Following the salute to the flag, Beverly Morris called the roll. Sixteen voting members were present. Two more arrived after approval of the minutes. (Attachment 1).

#### D. Approval of Minutes

A motion to approve the minutes of the July 9, 2018 meeting was made by Morris County, seconded by Passaic County and carried with 15 affirmative votes. The Governor's Authorities Unit abstained.

#### E. Chairman's Remarks

Chairman Estrada said the Hudson River Rail Tunnels and the larger Gateway Program are the region's highest priority transportation investment because many New Jersey residents commute by train to New York City daily and because the region's economic future is limited by the constraints of getting across the Hudson. He said while progress has been made, much depends on a full federal commitment to funding support. The Federal Transit Administration recently gave NJ TRANSIT a six-month extension to provide additional information as it seeks funding from the New Starts grant program for the Portal Bridge replacement project, which is a critical

part of the Gateway project. The Chairman thanked the State for its strong financial commitment to the Portal Bridge in the form of \$600 million in bonding. He noted that the New York Metropolitan Transportation Council (NYMTC) recently amended its fiscally constrained long-range transportation plan to include the Hudson River Tunnel Project and related work near Penn Station in New York. The NJTPA's plan also includes the project and related work in New Jersey.

The Chairman said that another mega-infrastructure project with region-wide impact on trans-Hudson travel is NJDOT's work to rehabilitate the Route 495 Viaduct connecting the New Jersey Turnpike to the Lincoln Tunnel. The project is expected to increase the bridge's lifespan by 75 years. He said that the work is vitally important but requires lane closures and ramp detours and is disrupting the trips of many thousands of travelers each day. The Chairman encouraged commuters who are affected by this project to consider carpooling during the construction, which is expected to conclude in 2020. More information can be found on the NJRideshare.com website, and traffic updates are available at 511nj.org and via NJDOT's social media channels.

Chairman Estrada reported that the NJTPA in partnership with Sustainable Jersey and the Voorhees Transportation Center at Rutgers selected nine municipalities for the Complete Streets Technical Assistance Program: Cranford and Westfield in Union County, Leonia and Glen Rock in Bergen County; Milltown in Middlesex County; Eatontown and Red Bank in Monmouth County; Parsippany-Troy Hills in Morris County; and Bernardsville in Somerset County. The competitive program offers free technical assistance worth up to \$10,000. Sustainable Jersey and the Voorhees Center will provide the assistance funded through the NJTPA. The projects range from walkability workshops, to a bicycle network audit and low-cost temporary changes, called tactical urbanism or "lighter-quicker-cheaper," to demonstrate what Complete Streets projects could look like in the community. The program partners have conducted three well-attended workshops for municipalities on implementing Complete Streets at the local level.

The Chairman said the NJTPA recently completed the Morris Canal Greenway Corridor Study, which presents a vision for a 111-mile greenway that connects six counties from the Delaware Water Gap in Warren County to the Hudson River in Jersey City. The report is available on the NJTPA's website. The trail will provide visitors with an opportunity to enjoy the outdoors and learn about the important role the canal played in the State's history. As it expands, the greenway will serve as a regional destination, attracting tourists and helping boost local economies. He encouraged all subregions along the greenway to consider if there are projects that they could help move forward in their areas. The Chairman noted that, as part of the study, the NJTPA conducted specialized outreach with limited English speakers, to gather input from local residents who are often underrepresented at traditional public meetings. This is something the NJTPA is striving to do in all of its public engagement work.

## **F. Executive Director's Report**

NJTPA Acting Executive Director, Mary D. Ameen reported that the NJTPA, U.S. Department of Transportation and U.S. Environmental Protection Agency hosted the two-day Northern Air Quality and Transportation Summit in August. The summit brought over 100 experts and officials from throughout the Northeast and Mid-Atlantic states. Attendees heard about innovative efforts to improve air quality, and the NJTPA highlighted its own work to improve North Jersey's air quality.

Ms. Ameen said that, also in August, the NJTPA, the New Jersey Innovation Institute at NJIT and the Greater New York Chapter of WTS sponsored an Innovation Summit on emerging technologies, which saw an overflow crowd on the NJIT campus. The event included tech companies showing their apps and other innovations that are changing the future of transportation and planning. Ms. Ameen noted that NJDOT Commissioner Diane Gutierrez-Scaccetti opened the event and expressed her passion and commitment to making the most of new technologies. A video of her remarks is posted on the NJTPA homepage.

Ms. Ameen said the Commissioner has continued the positive working relationship between NJDOT and the NJTPA. One example of this cooperation is the quarterly collaboration meeting involving staff from various NJDOT departments, along with representatives from the state's three Metropolitan Planning Organizations (MPOs), the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). Ms. Ameen said these meetings are a valuable interagency forum, enabling the NJTPA to share concerns and coordinate its programs with NJDOT and others. Ms. Ameen reported that, at the August collaboration meeting, NJTPA staff presented its work with municipalities to develop Alternative Fuel Vehicle readiness plans.

Ms. Ameen reported that the Street Smart pedestrian safety campaigns program completed another successful summer at the shore. A kickoff event was held in Beach Haven on Long Beach Island in July. Many other shore towns conducted summer campaigns, including Harvey Cedars, Surf City and Long Beach Township on LBI, as well as Atlantic Highlands, Bay Head, Bradley Beach, Long Branch, Manasquan, Point Pleasant Beach, Sea Bright, Toms River and Union Beach.

Ms. Ameen said that, also in July, staff spoke at a Together North Jersey Pedestrian Safety Workshop at NJTPA. Topics included the state's Towards Zero Deaths initiative, which complements the Street Smart campaign. She said staff will be looking at other ways to integrate this initiative into their efforts as they work with a consultant to update the Street Smart messaging and branding. Another consultant is helping to evaluate the effectiveness of the campaigns through before-and-after surveys and on-street observations.

Ms. Ameen said a campaign began in Asbury Park the previous week, and she thanked Monmouth County Freeholder Director (and NJTPA Board Member) Thomas Arnone for participating in that event. She said Bergen County Executive Jim Tedesco will help to kick off Garfield's campaign later in September. In addition, the NJTPA recently worked with officers from the Essex County Sheriff's Department on spot enforcement of traffic and pedestrian laws in downtown Newark and will be working with City of Newark's Police Department on a

campaign this fall. A campaign with Rutherford is planned, and the NJTPA continues to work with its TMA partners, who are planning back-to-school campaigns in Morris Plains, Princeton and Bordentown. Ms. Ameen said more than 80 communities have participated in the still growing Street Smart program. To get more information or get other communities involved, visit the BeStreetSmartNJ.org website.

Ms. Ameen reported that new proposals for assistance through the Planning for Emerging Centers program are being reviewed, and awards will be announced this fall. The program provides technical assistance to municipalities to create more sustainable, transit-supportive and walkable communities. Staff is also reviewing proposals for the Subregional Studies program, which supports many vital planning efforts around the region. Two studies began this summer: Jersey City is developing a Parking Management Plan, while Passaic and Essex counties are conducting a joint study of the Paterson-to-Newark Transit Market.

Ms. Ameen spoke of the upcoming federal certification review of the NJTPA planning process. Every four years, the federal funding partners, FHWA and FTA, conduct an on-site review to certify that the agency is meeting all federal metropolitan planning requirements. The NJTPA must be fully certified to continue serving the region as an MPO and to draw down federal funds. Ms. Ameen said the review will take place November 13-15. The review will consist mostly of staff presentations demonstrating that NJTPA meets both the letter and spirit of federal regulations and has addressed recommendations from the previous certification. Ms. Ameen said some members of the NJTPA Board will be asked to participate. The public and interested organizations will also have an opportunity to offer input. A Federal Certification Review Public Listening Session will be held at NJTPA on November 14, 4 – 7 p.m.

## **G. Committee Reports/Action Items**

### **Planning and Economic Development – Freeholder John W. Bartlett, Chair**

Freeholder Bartlett said the NJTPA continues to work with NJDOT and other planning partners to meet national requirements for performance-based planning and programming as required by federal law and administered by FHWA. The committee considered two action items at the August 20 joint committee meeting, both of which dealt with performance-based planning. First, the committee recommended Board approval of a resolution supporting the pavement, bridge, travel time reliability and freight performance measure targets set by NJDOT. The NJTPA is working with NJDOT to measure current conditions on this region's portion of the National Highway System.

Freeholder Bartlett said the committee also recommended approval of the CMAQ emissions reduction performance measure targets for the NJTPA region. Federal rules on performance management require that MPOs and state departments of transportation coordinate to set performance targets for emissions reduction within air quality nonattainment and maintenance areas. The NJTPA region has been designated by the U.S. Environmental Protection Agency as a nonattainment area for ozone, and portions of the region are maintenance areas for carbon monoxide and fine particulate matter. The NJTPA worked with NJDOT and the state's other

MPOs to analyze trends and develop appropriate statewide and regional targets for achieving emissions reductions from CMAQ-funded projects.

Freeholder Bartlett noted that performance measures help to highlight important transportation issues facing the region, but national performance measures do not tell the NJTPA region's complete story. Therefore, the NJTPA is conducting a separate project that will help to establish supplemental performance measures for the region and will also consider performance measure constraints and funding availability in order to set priorities and explore reachable targets.

Freeholder Bartlett reported that, also at the August meeting, the Committee heard a presentation on the NJTPA's Planning for Emerging Centers program. In 2014 the program completed its first two projects in Morristown, in Morris County, and Bound Brook, in Somerset County. The next three participating municipalities have recently completed their studies and issued their vision plans. The Town of Boonton, in Morris County, focused on achieving Transit Village designation for the area around the Boonton train Station. In Monmouth County, the Borough of Freehold explored options for creating a Transit-Oriented Development zoning district around the Freehold Center Bus Station. Green Brook Township, in Somerset County, focused on zoning amendments for the existing Township Village Commercial District in order to facilitate the development of a village center. All these studies were informed by data collection, review of previous plans, and extensive public engagement. Each municipality's plan is available on the NJTPA website. These plans detail goals, analyses, and specific recommendations for mobility improvements and redevelopment. Work is beginning with a sixth municipality, the City of Hoboken, which seeks to develop a Complete Streets design and implementation plan as part of an update to their Complete Streets policy.

**Action Item 1: Support of Pavement, Bridge, Travel Time Reliability and Freight Performance Targets Set by the New Jersey Department of Transportation**  
(Attachment 2)

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

**Action Item 2: Approval of Congestion Mitigation and Air Quality (CMAQ) Emissions Reduction Performance Measure Targets for the NJTPA Region** (Attachment3)

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

**Project Prioritization – Freeholder Kathryn A. DeFillippo, Chair**

Freeholder DeFillippo said the committee considered one action item at the August joint meeting – a modification to the Bridge Deck/Superstructure Replacement Program in the FY 2018-2021 Transportation Improvement Program, as requested by NJDOT. The modification would add \$10 million to this line item in the TIP to support current estimated construction costs for the Route 80, Bridges over Rockaway River Project in Morris County. These estimated costs increased during the Final Design phase due to changes in the project scope that include a full

superstructure replacement instead of a deck replacement, as well as the need to change a temporary bridge in the median from two lanes to three and to address abutment stability. Surface Transportation Block Grant Program funds in the NJDOT fiscal constraint bank were available for this purpose. The committee approved the modification, and no further action is needed.

Freeholder DeFillippo said the committee received a briefing on NJDOT's Route 495 viaduct project on the approach to the Lincoln Tunnel. She said the project is only one of many facilities in need of rehabilitation or replacement. Counties, cities and towns also must maintain and fix their own extensive local infrastructure. She said the NJTPA's Local Capital Project Delivery Program provides an opportunity for subregions to tap into federal funding to address high priority local bridge and roadway projects. It supports work from concept development to preliminary engineering to construction. A solicitation for local concept development proposals for fiscal year 2020 was distributed to the county engineers and RTAC members on August 31, and the deadline for proposals is November 3.

### **Freight Initiatives – Freeholder Charles Kenny, Chair**

Freeholder Kenny reported that the August 20 Freight Initiatives Committee meeting focused on the innovative work of the Council on Port Performance (CPP). First, the committee heard from John Nardi, President of the New York Shipping Association, which is a member organization of the CPP. Mr. Nardi explained that the CPP grew out of a task force of port stakeholders formed in 2013 to develop a report on port performance. That report made recommendations on improving the Port's efficiency, service reliability, and competitiveness. The CPP was created to implement these recommendations and address emerging issues. For example, Mr. Nardi said significant progress has been made in implementing a truck management system to better accommodate trucks and reduce waiting times at terminals. One terminal has established an appointment system that has been successful, and other terminals plan to follow suit. Also, the Terminal Information Portal System for truckers now provides streamlined access to information on container availability, booking status, vessel schedules, and empty returns. The Council continues to advocate for reducing the number of chassis pools in operation at the Port to simplify how truckers obtain and return chassis. That number is now down to just three.

The Freeholder said the committee next heard from Stephen Lyman, director of the Seamen's Church Institute, Port Newark. The institute, which was established to look after the personal, professional and spiritual needs of mariners and seafarers, is a member of the CPP and has been working to help attract, train, and hire a qualified and skilled workforce. Mr. Lyman reported that the CPP hosted its first successful Career Awareness and Job Expo in Elizabeth last April. The Expo boasted 50 Transportation, Logistics and Distribution industry vendors, 200 job seekers and over 500 students.

Freeholder Kenny said that the Port Authority of New York & New Jersey (PANYNJ) is also a member of the CPP. He said Hilary McCarron, Manager of Port Policy and Planning at the PANYNJ spoke next about the CPP's efforts to build a skilled workforce for the sector. This includes working with educational institutions to develop a Transportation, Logistics and Distribution curriculum; pursuing a truck apprenticeship program; conducting tours for college-

level student groups; and engaging in outreach at schools to expand awareness of opportunities at port-related businesses.

Freeholder Kenny said that, also at the meeting, the Committee learned from the PANYNJ that total Port volume in June increased by 7 percent. ExpressRail service at Bayonne is now operational, and the Jersey City to Brooklyn rail barge float service at Greenville Yard has picked up two new customers. He said that NJDOT reported that Superload, the oversize and overweight vehicles online permitting system, will be upgraded with a new user interface, and training will be offered. Also, the NJDOT Freight Division continues to focus on implementing recommendations from the recently issued Statewide Freight Plan.

### **Executive Committee – Freeholder Angel G. Estrada, Chair**

Chairman Estrada called for a closed session of the Board meeting to discuss the recommendation by the Executive Committee that Ms. Ameen be hired as NJTPA Executive Director.

#### **Action Item 3: Approval of a Resolution Authorizing the NJTPA Board to Enter Into Closed Session (Attachment 4)**

A motion to open a closed session of the Board was made by Warren County seconded by Passaic County and carried unanimously.

A motion to close the session was made by Warren County, seconded by Sussex County, and carried unanimously. Board members then moved to another room for the closed session

#### **Action Item 4: Approval of a Resolution Authorizing the Negotiation and Execution of an Employment Contract for Executive Director By and Between Mary D. Ameen and the North Jersey Transportation Planning Authority, Inc. (Attachment 5)**

After resumption of the open meeting, a motion to approve the resolution was made by Monmouth County, seconded by Morris County and carried unanimously.

On behalf of the Board, the Chairman thanked Ms. Ameen for her work as Acting Executive Director over the past four months and said he looks forward to working with her in the years to come.

### **H) Key Discussion Issue: Federal Transportation Legislation and Policy Outlook**

Freeholder Matthew Holt, Hunterdon County (NARC Board of Directors, Region II) introduced Erich Zimmerman, National Association of Regional Councils (NARC). Mr. Zimmerman briefed the Board on federal transportation funding developments. He pointed out that the Highway Trust Fund has received transfers of \$142 billion from the General Fund over the past ten years and is set to be in arrears in 2021.

Mr. Zimmerman said that Congressman Bill Schuster, Chairman of the House Transportation & Infrastructure Committee, released a proposal to address short-term funding challenges with a federal fuel tax increase, and other tax measures. The proposal, which is unlikely to be enacted, also calls for a national pilot program to study the use of a per mile high-user fee.

Mr. Zimmerman said that a proposal from President Trump calls for leveraging federal dollars by using public/private partnerships and other private investments and more emphasis on rural transportation. This proposal also includes a devolution of responsibility for transportation funding from the federal government to the states and moving toward a 20/80 percent federal/local funding match from the current 80/20 percent. Mr. Zimmerman said this proposal lacks a real Trust Fund component and is also unlikely to be enacted.

#### **I) Public Participation**

Neile Weissman, Complete George, advocated for widening the bicycle/pedestrian paths on the George Washington Bridge to accommodate more users in the interests of increasing economic, mobility, and health benefits for the region. He noted that doing so would help the PANYNJ better meet its greenhouse gas emissions reduction goals as more cyclists use the bridge for trans-Hudson commuting and recreation.

Soham K. Bhatnagar, a West Orange High School student, advocated for School Zone Designation by NJDOT for a quarter mile stretch of State Highway Route 10. He said there are three schools along this portion of the road serving 1,000 students, and the roadway lacks standard signage, pavement markings, adequate sidewalks, dedicated cross walks, and reduced speed limits there during school hours. Mr. Bhatnagar said the West Orange town engineer has applied for School Zone designation with the NJDOT Bureau of Traffic Engineering and Investigations, and he asked what the next step would be for moving the initiative forward. Chairman Estrada said the NJTPA will look into the process and provide Mr. Bhatnagar more information after the meeting.

The public portion of the meeting was closed.

#### **J) Time and Place of Next Meeting**

Chairman Estrada announced that the next meeting of the NJTPA will be held on Monday, November 19, 2018 at 10:00 a.m., at the NJTPA offices at One Newark Center, Newark, NJ.

#### **K) Adjournment**

At 11:40 a.m., a motion to adjourn was made by Middlesex County, seconded by Morris County and carried unanimously.

## Attachment 1

**NORTH JERSEY TRANSPORTATION PLANNING AUTHORITY, INC.**  
**Meeting of the Board of Trustees**  
**Attendance Record: September 10, 2018**

<b>Subregion/Agency</b>	<b>Voting Members/Alternates</b>	<b>Staff &amp; Others</b>
Bergen County	Peter Botsolas	
Essex County	Not represented	
Hudson County	Megan Massey	
Hunterdon County	Hon. Matthew Holt	
Jersey City	Barkha Patel	
Middlesex County	Hon. Charles Kenny	George Ververides Anthony Gambilonghi
Monmouth County	Teri O'Connor	Joseph Ettore
Morris County	Hon. Kathy DeFillippo Gerald Rohsler	
Newark	Phillip Scott	
Ocean County	Hon. John Kelly	John Ernst
Passaic County	Hon. John Bartlett	Mike Lysicatos
Somerset County	Hon. Mark Caliguire Walt Lane	Ken Wedeen
Sussex County	Hon. Carl Lazzaro Tom Drabic	
Union County	Hon. Angel G. Estrada	Liza Betz
Warren County	Hon. Jason Sarnoski David Dech	
Governor's Office	Craig Ambrose	
NJDOT	Lewis Daidone	Eric Powers
NJ TRANSIT	Jeremy Colangelo-Bryan	
Port Authority of NY & NJ		Ahmed Ismail
Citizen's Representative	Jared Rodriguez	

<b>Other Attendees</b>	
Steve McDonagh	Amey Consulting
Neile Weissman	Complete George
H. Ali Vaezi	Dewberry
Cyrenthia Ward	Federal Transit Administration
Paol St. Onoe	Gibbons PC
Tara Shepherd	goHunterdon
Bob Werkmeister	GPI

Chris Jakway	Louis Berger
Leslie London	McManimon, Scotland & Baumann, LLC
Frank Scarantino	Mott MacDonald
Tineen Howard	City of Newark
Chigozie Onyema	NJ Dept. of Consumer Affairs
Charles McManus	Stantec
Dan Callas	TransOptions
Soham K. Bhatnagar	West Orange
Various members of Central Staff	NJTPA

**DRAFT RESOLUTION: SUPPORT FOR PAVEMENT, BRIDGE, TRAVEL TIME RELIABILITY, AND FREIGHT 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 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 requires that MPOs and State departments of transportation coordinate on setting performance targets for National Highway System (NHS) infrastructure condition, NHS system performance, and freight performance measures; and

**WHEREAS**, the FHWA has established six national performance measures for NHS infrastructure condition: 1) percent of the Interstate pavement lane-miles in good condition, 2) percent of the Interstate pavement lane-miles in poor condition, 3) percent of the non-Interstate NHS pavement lane-miles in good condition, and 4) percent of the non-Interstate NHS pavement lane-miles in poor condition, 5) percent of the NHS bridges (by deck area) in good condition, and 6) percent of the NHS bridges (by deck area) in poor condition; and

**WHEREAS**, the FHWA has established two national performance measures for NHS system performance: 1) percent of person-miles traveled with reliable travel times on the Interstate system, and 2) percent of person-miles traveled with reliable travel times on the non-Interstate NHS; and

**WHEREAS**, the FHWA has established one national performance measure for freight: the truck travel time reliability index on the Interstate system; and

**WHEREAS**, based on the FHWA final rule on metropolitan planning, MPOs must establish targets for the infrastructure condition, system performance, and freight measures by November 16, 2018; and

**WHEREAS**, the NJTPA coordinated with the New Jersey Department of Transportation (NJDOT) and the other MPOs in New Jersey on analyzing trends and developing appropriate statewide targets for these measures; and

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

**WHEREAS**, the statewide targets appropriately reflect and will serve as suitable benchmarks for the planning goals and desired outcomes for the projects and programs of the NJTPA Regional Transportation Plan and Transportation Improvement Program (TIP); and

**WHEREAS**, the FHWA metropolitan planning rule also requires that MPO TIPs “shall include, to the maximum extent practicable, a description of the anticipated effect of the TIP toward achieving the performance targets”; 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 statewide targets for the NHS infrastructure condition, NHS system performance, and freight 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 the NJTPA will add language to the FY 2018-2021 TIP discussing these targets and the anticipated effect of the TIP toward achieving these 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.

**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 requires 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 entire NJTPA region has been designated by the US Environmental Protection Agency (EPA) as a nonattainment area for ozone, and portions of the NJTPA region are maintenance areas for carbon monoxide (CO) and fine particulate matter (PM<sub>2.5</sub>); and

**WHEREAS**, the FHWA-established performance measures applicable to the NJTPA region include the emissions reductions, in kilograms per day, of two criteria pollutants—CO, and PM<sub>2.5</sub>—and two ozone precursors—volatile organic compounds (VOC) and nitrogen oxides (NO<sub>x</sub>); and

**WHEREAS**, based on the FHWA final rule on metropolitan planning, MPOs must establish targets for the CMAQ emissions reduction measures by November 16, 2018; and

**WHEREAS**, the FHWA rule on performance management relating to this measure states 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; and

**WHEREAS**, the NJTPA region contains nonattainment and maintenance areas that overlap 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); and

**WHEREAS**, the CMAQ Performance Plan must be submitted by each applicable MPO to their state DOT by October 1, 2018 (and biennially thereafter), and must include the baseline values and established targets for the CMAQ emissions reduction measures and the previously established CMAQ traffic congestion measures along with a description of projects identified for CMAQ funding and how such projects will contribute to achieving these performance targets; 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 these measures; and

**WHEREAS**, the NJTPA Region 2-year cumulative target (for FY 2018 and FY 2019) for CO is 31.927 kg/day and the 4-year cumulative target (for FY 2018 through FY 2021) is 63.010 kg/day; the NJTPA Region 2-year cumulative target for PM<sub>2.5</sub> is 1.663 kg/day and the 4-year cumulative target is 3.267 kg/day; the NJTPA Region 2-year cumulative target for VOC is 14.026 kg/day and the 4-year cumulative target is 27.318 kg/day; and the NJTPA Region 2-year cumulative target for NO<sub>x</sub> is 101.722 kg/day and the 4-year cumulative target is 202.745 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 Regional 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, 2020; and

**WHEREAS**, the FHWA metropolitan planning rule also requires that MPO TIPs “shall include, to the maximum extent practicable, a description of the anticipated effect of the TIP toward achieving the performance targets”; 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 identified emissions reduction performance measure targets for the NJTPA region; and

**BE IT FURTHER RESOLVED** that the NJTPA will add language to the FY 2018-2021 TIP, discussing these targets and the anticipated effect of the TIP toward achieving these targets; and

**BE IT FURTHER RESOLVED** that the NJTPA will prepare a CMAQ Performance Plan for submittal to NJDOT by October 1, 2018; 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.

**DRAFT RESOLUTION: TO ENTER INTO CLOSED SESSION**

**WHEREAS**, Section 8 of the Open Public Meetings Act, codified at N.J.S.A. 10:4-6 et seq., permits the exclusion of the public from a meeting in certain circumstances, including contract negotiations and personnel matters; and

**WHEREAS**, this public body is of the opinion that such circumstances presently exist.

**NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF TRUSTEES OF THE NORTH JERSEY TRANSPORTATION PLANNING AUTHORITY, INC., AS FOLLOWS:**

**Section 1.** The aforementioned recitals are incorporated herein as though fully set forth at length.

**Section 2.** The public shall be excluded from discussion of and action upon the hereinafter specified subject matter.

**Section 3.** The general nature of the subject matter to be discussed is contract negotiation and personnel matters.

**Section 4.** It is anticipated at this time that the above-stated subject matter will be made public if final action is to be taken, or when the privilege of confidentiality no longer attaches.

**Section 5.** This resolution shall take effect immediately, September 10, 2018.

**DRAFT RESOLUTION: AUTHORIZING THE NEGOTIATION AND EXECUTION OF AN EMPLOYMENT CONTRACT FOR EXECUTIVE DIRECTOR BY AND BETWEEN MARY D. AMEEN AND THE NORTH JERSEY TRANSPORTATION PLANNING AUTHORITY, INC.**

**WHEREAS**, the North Jersey Transportation Planning Authority, Inc. is a New Jersey nonprofit corporation formed pursuant to Title 15A of the New Jersey Statutes (the “Corporation”); and

**WHEREAS**, the Board has examined the qualifications of Mary D. Ameen and found her to be well-qualified and suited to administering and managing the day-to-day operations of the Corporation, and to direct and oversee the work of the Corporation, including, but not limited to, planning for adequate and efficient modes and routes for the movement of people and goods within and through the region; and

**WHEREAS**, the Corporation has determined to authorize the negotiation and execution of an employment contract hiring Mary D. Ameen as the new Executive Director of the Corporation upon terms and conditions mutually agreeable to the parties thereto; 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 BY THE BOARD OF TRUSTEES OF THE NORTH JERSEY TRANSPORTATION PLANNING AUTHORITY, INC., AS FOLLOWS:**

**Section 1.** The aforementioned recitals are incorporated herein as though fully set forth at length.

**Section 2.** The Corporation hereby authorizes the Chairman of the Corporation, in consultation with counsel, to negotiate and execute an employment agreement by and between the Corporation and Mary D. Ameen as Executive Director upon terms mutually agreeable to the Corporation and Mary D. Ameen. Upon the negotiation thereof, the Chairman and the Secretary of the Corporation are authorized to execute such employment agreement and the Secretary is directed to place the Corporate Seal thereon.

**Section 3.** This resolution shall take effect immediately, September 10, 2018.