



JOHN P. KELLY, CHAIR
Board Meeting Minutes
January 13, 2025

A. Open Public Meetings Act Compliance

Chair John P. Kelly, Ocean County Commissioner, called the meeting to order at 10:30 a.m. Denise Truvillion, Central Staff, reported that, in accordance with the Open Public Meetings Act, Chapter 231, P.L.1975, adequate notice of the 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*. It was also posted at the Essex County Hall of Records in Newark.

B. Salute to the Flag

The Chair led the room in a salute to the Flag.

C. Roll Call

Ms. Truvillion called the roll, and 19 voting members were in attendance. (Attachment 1).

D. Approval of Minutes

Morris County made a motion to approve the minutes of the November 12, 2024, meeting, Passaic County seconded, and the motion carried with three abstentions: Hudson, Hunterdon, and Sussex counties.

E. Chair Remarks

The Chair opened the meeting by thanking attendees and announcing the launch of a public survey for NJTPA's Long Range Transportation Plan update, *Connecting Communities*. He then highlighted the inclusion of a new equity goal based on input from last year's visioning session and urged active Board participation in shaping the plan, promoting the survey, and engaging in upcoming outreach events.

He said that safety remains a regional priority. Ocean County, one of eight subregions working on Local Safety Action Plans through an NJTPA-led consultant effort, will hold its second Local Implementation Committee meeting this month to review draft goals. Public meetings are planned for spring. The action plans are aimed at reducing fatal and serious crashes.

He said today the Board will hear a presentation from Walter Lane of the State Office of Planning Advocacy on the draft New Jersey State Development and Redevelopment Plan, currently undergoing cross-acceptance. Subregions, counties, and municipalities will collaborate to align their planning policies with the Redevelopment Plan. Public meetings will also be scheduled statewide on the plan.

The Chair announced that the NJTPA, in cooperation with the New Jersey Department of Transportation (NJDOT) and the two other metropolitan planning organizations (MPOs) in the state, is accepting applications for the federally funded Transportation Alternatives Set-Aside Program, supporting projects like trails and safety enhancements. In Fiscal Year 2023, the program funded 32 projects, including \$824,000 for Seaside Heights safety improvements. Counties and municipalities must schedule pre-application meetings by April 11.

The Chair also thanked outgoing NJ TRANSIT President and CEO, Kevin Corbett for his work at the agency and welcomed Kris Kolluri, formerly of the Gateway Development Commission, as his successor.

F. Executive Director’s Report

NJTPA Executive Director David Behrend highlighted accomplishments outlined in the FY 2024 Annual Report, which was distributed at the meeting. He emphasized that this work was made possible by collaboration between Central Staff, subregions, member agencies, and planning partners. Key achievements include:

- Programming a record \$6 billion for over 200 regional projects.
- Advancing \$45.24 million in safety upgrades in six communities.
- Reaching over 250 partners in the Street Smart NJ pedestrian safety initiative.
- Progress on Local Safety Action Plans in eight subregions.
- Expanding the Complete Streets Demonstration Library.
- Completing award-winning placemaking and transportation projects, including Asbury Park’s Springwood Avenue Heritage Walk.
- Launching subregional studies and Local Concept Development studies to address mobility and infrastructure needs.

Mr. Behrend thanked the Board and staff for these milestones. Turning to the development of *Connecting Communities* he emphasized the importance of public engagement to provide input to the plan. A public survey was launched today, with virtual and in-person outreach events planned. He encouraged participation. He said a January 28th virtual event will be held on active transportation. He highlighted upcoming initiatives that support the plan development:

- The Regional Capital Investment Strategy (RCIS), nearing completion, sets funding targets for transportation investments in various categories; it will be presented via a new website.
- The federally required Congestion Management Process, now being updated, addressed regional mobility needs using advanced data and modeling.
- The Climate Action Plan for the New York-New Jersey metro area is being finalized, aiming to cut greenhouse gas emissions by 2050.

He said, the draft FY 2026 Unified Planning Work Program was released in December, detailing work tasks to be conducted by Central Staff, the subregions and Transportation Management Associations. It will be discussed further at the upcoming round of Committee meetings before adoption in March by the Board. Mr. Behrend also noted:

- Planning for the annual New Jersey TransAction Conference in April has commenced.
- Applications are being solicited for the Transit Hub Planning Program, with a deadline of February 3.
- Governor Murphy will sign the Target Zero Commission bill, which aims to eliminate traffic fatalities statewide. Mr. Behrend will serve on the Commission.

He concluded by thanking staff and subregions for their invaluable contributions to these and other efforts.

G. Presentation: [New Jersey State Development and Redevelopment Plan](#)

Walter Lane, Deputy Executive Director of the New Jersey Office of Planning Advocacy, presented an update on the New Jersey State Development and Redevelopment Plan. The state plan is being updated for the first time since 2001.

Mr. Lane said the plan was created by legislation in the mid-1980s as a complement to the Mount Laurel Doctrine to protect resources and promote development and redevelopment while identifying areas in the state appropriate for growth and preservation. The state plan is not designed to dictate to local jurisdictions but to provide guidance, Lane said. The office works with “all levels of government to promote good planning projects.”

After gathering input from other agencies and stakeholder groups last year, a draft preliminary plan was released last month for public comment. A cross-acceptance process is underway, which will include 21 meetings across each of the state’s 21 counties. Six public hearings around the state between February 12 and April 16 will follow before the state planning commission adopts the plan.

The 2001 state plan included eight goals, which Lane said have been advanced in some shape or form. The latest version updated the language of the original eight and added equity and climate change goals:

- Economic development: Promote economic growth that benefits all residents
- Housing: Provide adequate supply of housing for residents of all ages and incomes in communities of their choice that meet their needs and offer ready access to the full range of supportive goods and services
- Infrastructure: Economic opportunity through nation leading infrastructure
- Revitalization and recentering: Revitalize and recenter the state’s underutilized developed areas
- Climate change: Effectively address adverse impacts of global climate change.
- Natural and water resources; Protect, maintain, and restore natural and water resources and ecosystems
- Pollution and Environmental Clean-Up: Protect the environment, prevent, and clean up pollution
- Historic and Scenic Resources: Protect, enhance, and improve access to areas with exceptional archaeological, historic, cultural, scenic, open space, and recreational value.
- Equity: Implement equitable planning practices to promote thriving communities for all New Jerseyans.

- Comprehensive Planning: Foster sound and integrated planning and implementation at all levels statewide.

Over the years, he said, the NJTPA has done a lot to advance these goals through its various subregional, transportation, and regional planning studies. He encouraged the agency to be engaged in the process in the coming months. The plan includes a State Policy Map, unchanged from the previous plan, which recommends where development and preservation should occur in the state. The [Smart Growth Explorer](#) will help identify areas suitable for development and areas suitable for conservation. Lane said the final state plan hopefully will be adopted by the end of this year. A copy of his presentation is [available here](#).

Commissioner Shaw asked how the Highlands Regional Master Plan will be coordinated with the state plan. Mr. Lane responded that his agency is working very closely with the Highlands Council and that the state plan is consistent with the Highlands Regional Master Plan.

Michael Manzella, Jersey City, asked Mr. Lane whether efforts will be made with the various legislative and administrative bodies in Trenton to help ensure the state plan is implemented by municipalities as intended. Mr. Lane said that the NJTPA and other agencies already consider the need for coordination with state planning goals in their own programs. Consistency and coordination among various levels of government, he said, can be supported through grants or other incentives. Examples of this cooperation are useful for demonstrating the practical benefits of implementing the state plan.

H. Committee Reports/Action Items

Project Prioritization — Middlesex County Commissioner Charles Kenny, Chair

Commissioner Kenny said the committee considered two action items requiring Board approval, and two items item that need no further action.

The first item for approval is Minor Amendments to the FY 2024-2027 Transportation Improvement Program (TIP) to Align an Increase Federal Funds on the CR 508 (Bridge Street) Bridge over Passaic River Project in Essex and Hudson counties. Central Staff, Essex and Hudson counties and the City of Newark reviewed this Minor Amendment, which will allow funds to be programmed and the project to advance.

The second item for approval is Minor Amendments to the TIP to Add the Route 7, Kearny Drainage Improvements Project in Hudson County. The funds for this Minor Amendment were originally added to the FY 2022 TIP to allow construction to proceed in 2023. However, Federal Infrastructure for Rebuilding America Grant (INFRA) funds needed for the project just became available for obligation and need to be reprogrammed in the current TIP to receive federal authorization.

The Committee also approved two TIP modifications. The first adds federal funds to the Other Rail Station/Terminal Improvements Program to support the design and construction of the Long Branch Station Pedestrian Tunnel project in Monmouth County. The other adds federal funds to two projects in Bergen County: the Route 4, Grand Avenue Bridge project and the Route 4, Hackensack River Bridge project. No further action was required for these items.

Action Item 1: Minor Amendments to the FY 2024-2027 Transportation Improvement Program to Align and Increase Federal Funds on the CR 508 (Bridge Street) Bridge over Passaic River Project in Essex and Hudson Counties. (Attachment 2) [Details here on page 17.](#)

Essex County moved the item, Hudson County seconded, and it carried unanimously.

Action Item 2: Minor Amendments to the FY 2024-2027 Transportation Improvement Program to Add the Route 7, Kearny Drainage Improvements Project in Bergen and Hudson Counties (Attachment 3) [Details here on page 24.](#)

Hudson County moved the item, Passaic County seconded, and it carried unanimously.

Planning and Economic Development— Union County Commissioner Bette Jane Kowalski, Vice Chair Commissioner Kowalski said the Committee considered two action items requiring Board approval. The first item is the Adoption of NJTPA-Specific Roadway Safety Performance Measure Targets for 2025. She said the Federal Highway Administration (FHWA) established national performance measures for use by state departments of transportation and MPOs to assess serious injuries and fatalities. Since 2022, the NJTPA has set its own regional safety targets, rather than adopting those set by NJDOT, aiming to make progress toward eliminating fatalities and serious injuries by 2050. The action asks the Board to adopt these targets as suitable benchmarks for the region. Data continues to show increases in fatalities and serious injuries, partly due to an increase in unsafe travel behaviors since the COVID-19 pandemic. Preliminary 2024 data suggest even higher totals. The NJTPA will continue to bolster safety programs and projects to make progress toward the targets.

The second item for Board approval is Support for Adjusted Pavement and Bridge Performance Measure Targets Set by the NJDOT (Attachment 5). She said the NJTPA adopted a resolution in 2023 to support NJDOT's statewide two-year targets for the condition of National Highway System pavement and bridges, travel reliability, and freight. In keeping with federal regulations, NJDOT chose to adjust their targets for six pavement and bridge measures in the progress report recently submitted to FHWA. This action item adopts those revised targets for the region.

Action Item 3: Adoption of The NJTPA -Specific Roadway Safety Performance Measure Targets for 2025 (Attachment 4) [Details here on page 30.](#)

Union County moved the item, Morris County seconded, and it carried unanimously.

Action Item 4: Support for Adjusted Pavement and Bridge Performance Measure Targets Set by the New Jersey Department of Transportation (Attachment 5) [Details here on page 39.](#)

Sussex County moved the item, Bergen County seconded, and it carried unanimously.

Freight Initiatives Committee — Commissioner Stephen H. Shaw, Chair

Commissioner Shaw said Central Staff reported that the first three tasks of the 2050 Freight Industry Level Forecast Update, which began one year ago, have been completed. This includes the methodological framework, data acquisition, and commodity flow data disaggregation. Tasks currently underway include the e-commerce analysis and the Freight Forecasting Tool Update, with an expected study completion date of June 2025.

On November 14, a consultant contract was awarded for the FY 2025 Freight Concept Development Program Studies. This includes: one project in Morris County, the East Hanover Avenue Bridge Catenary Rail Clearance Project, in Morris Plains and Morris Township and two studies in Middlesex County, the Southern Middlesex County North-South Truck Corridor Project in Cranbury and Monroe, and a Preliminary Screening for Plate F Vertical Rail Clearance in Perth Amboy.

The FIC meeting featured a panel of three speakers who updated the committee on regional rail freight issues. Ryan Hill, Chief Engineer of Design and Construction at Conrail, discussed major rail infrastructure projects undertaken by Conrail in North Jersey to improve operational efficiency, alleviate congestion, and support customer needs. Kean Burenga, President and Managing Partner of the Chesapeake & Delaware, discussed infrastructure projects in the NJTPA region, emphasizing safety, efficiency, and sustainability. Bhavin Kapadia, a Project Manager at NJDOT, discussed details of the state’s Rail Freight Assistance Program, including eligibility, application requirements, and award selection. The presentations are available [here](#).

In member updates, the Port Authority reported that it hosted a maritime conference in November regarding alternative fuels for vessels. NJ TRANSIT reported that it recently submitted the draft New Jersey State Rail Plan to the Federal Railroad Administration and is awaiting notification of its acceptance.

Public Participation

Andy Weiss inquired about what he said is the missing final Environmental Impact Statement (EIS) for the NJ TRANSIT Northern Branch Corridor Project also known as the Hudson-Bergen Light Rail Extension into Bergen County. Mr. Weiss stated that NJ TRANSIT gave conflicting information about the final EIS. According to Mr. Weiss, NJ TRANSIT told the legislature that they sent the final EIS to the Federal Transit Administration (FTA) in 2018 and told Congressman Josh Gottheimer the same thing. He said the document should have been published in the Federal Register and that never happened. NJ TRANSIT rejected his OPRA request for a copy of the document. The only document posted online was the draft EIS. He asked why the final document has been held for years and not published as required.

In response, Jeremy Colangelo-Bryan, NJ TRANSIT, said there is apparently a misunderstanding of the process. He said to his knowledge – though it has been several years since it occurred – the draft final EIS was submitted to the FTA. It then is under FTA’s jurisdiction to approve the documents and proceed to publish a final EIS. He said NJ TRANSIT continues to work with the FTA to advance the Northern Branch project and that substantial funding is needed for it. Peter Botsolas, Bergen County, indicated that this was also his understanding of the status of the project. This concluded public participation.

J. Time and Place of Next Meeting

Chairman Kelly announced that the next meeting of the Board will be held in-person on Monday, March 10, 2025, at 10:30 a.m. at NJTPA, One Newark Center, (1085 Raymond Blvd.), Newark, NJ 07102.

K. Adjournment

At 11:35 a.m., a motion to adjourn was made by Middlesex County, seconded by Morris County, and carried unanimously.

NORTH JERSEY TRANSPORTATION PLANNING AUTHORITY, INC.
Meeting of the Board of Trustees
Attendance Record: January 13, 2025

Subregion/Agency	Voting Board Members/Alternates	Staff & Others
Bergen County	Peter Botsolas	
Essex County	David Antonio	
Hudson County	Tom Malavasi	Tanner Thul
Hunterdon County	Hon. Zachary Rich	Bob Hornby Katherine Fullerton
Jersey City	Mike Manzella	
Middlesex County	Hon. Charles Kenny	Andrew Lappitt
Monmouth County	Joe Ettore	
Morris County	Hon. Stephen Shaw	John Hayes Kevin Stephens
Newark		Raymond Concepcion Trevor Howard
Ocean County	Hon. John P. Kelly	Mark Jehnke
Passaic County	Hon. John Bartlett	Andras Holzmann
Somerset County	Hon. Sara Sooy	Matt Loper
Sussex County	Hon. Jack DeGroot	Tom Drabic
Union County	Hon. Bette Jane Kowalski	
Warren County	David Dech	
Office of the Governor	Dorian Smith	
NJDOT	Megan Fackler	
NJ TRANSIT	Jeremy Colangelo-Bryan	
Port Authority of New York & New Jersey	Jay Shuffield	
Citizens Representative	Charles Burton	

Other Attendees	
Bakari Lee	Legal Counsel
Various members of Central Staff	NJTPA
Walter Lane	New Jersey Office of Planning Advocacy
Bob Werkmeister	GPI
Sutapa Bandyopadhyay	FHWA
Edward Murray	Photographer
Andy Weiss	

Approved January 13, 2025

DRAFT RESOLUTION: MINOR AMENDMENT TO THE FY 2024-2027 TRANSPORTATION IMPROVEMENT PROGRAM TO ALIGN AND INCREASE FEDERAL FUNDS ON THE CR 508 (BRIDGE STREET) BRIDGE OVER PASSAIC RIVER PROJECT IN ESSEX AND HUDSON COUNTIES

WHEREAS, the North Jersey Transportation Planning Authority (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 adopted the FY 2024-2027 Transportation Improvement Program (TIP) on September 12, 2023; 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 project in the TIP above a specified threshold and a new air quality conformity determination is not required, this constitutes a minor amendment; and

WHEREAS, Essex County has requested a minor amendment to the FY 2024-2027 TIP to align and increase federal funds on the CR 508 (Bridge Street) Bridge over Passaic River project (DBNUM N1602) in Essex and Hudson Counties; and

WHEREAS, fiscal constraint is maintained through the NJTPA, Future Projects Program Line Item; and

WHEREAS, the project is exempt from an air quality conformity determination as per the Transportation Conformity Rule (40 CFR 93.126 and 93.127), and does not impact the current conformity determination; and

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

WHEREAS, the FY 2024-2027 TIP conforms to federal 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 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 minor amendment to the FY 2024-2027 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.

Approved January 13, 2025

DRAFT RESOLUTION: MINOR AMENDMENT TO THE FY 2024-2027 TRANSPORTATION IMPROVEMENT PROGRAM TO ADD THE ROUTE 7, KEARNY, DRAINAGE IMPROVEMENTS PROJECT IN BERGEN AND HUDSON COUNTIES

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

WHEREAS, the NJTPA formally adopted the FY 2024-2027 Transportation Improvement Program (TIP) on September 12, 2023; 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 or project in the TIP above a specified threshold and a new air quality conformity determination is not required, this constitutes a minor amendment; and

WHEREAS, the NJDOT has requested a minor amendment to the FY 2024-2027 TIP to add the Route 7, Kearny, Drainage Improvements project (DBNUM 93186); and

WHEREAS, fiscal constraint is maintained for these changes through funds available from a federal grant (FY 2022 INFRA discretionary grant award), and a funding match from the State of New Jersey; and

WHEREAS, the project is exempt from an air quality conformity determination as per the Transportation Conformity Rule (40 CFR 93.126 and 93.127), and does not impact the current conformity determination; and

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

WHEREAS, the FY 2024-2027 TIP conforms to federal 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 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 2024-2027 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.

Approved January 13, 2025

DRAFT RESOLUTION: ADOPTION OF NJTPA-SPECIFIC ROADWAY SAFETY PERFORMANCE MEASURE TARGETS FOR 2025

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 establishes and uses a performance-based approach to transportation decision-making to support national goals; that each MPO shall establish performance targets that address the performance measures, tracking progress toward attainment of critical outcomes for the region; and that each MPO shall integrate those targets into its planning documents and processes; and

WHEREAS, the Federal Highway Administration (FHWA) published the final Highway Safety Improvement Program (HSIP) and Safety Performance Measures rules (23 CFR Parts 924 and 490, respectively), requiring states and MPOs to annually develop and adopt targets assessing the number of motor vehicle crash-related serious injuries and fatalities; serious injuries and fatalities per vehicle miles traveled (VMT); and the number of serious injuries and fatalities of non-motorized users; and

WHEREAS, on May 27, 2016, FHWA issued a final rule on metropolitan planning (23 CFR 450 and 771 and 49 CFR 613), under which MPOs must adopt safety targets within 180 days of state target adoption; and

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

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

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

WHEREAS, the NJDOT notified the NJTPA of statewide roadway safety targets on September 19, 2024; and

WHEREAS, the NJTPA has developed quantifiable targets for the NJTPA region that serve as suitable benchmarks along a trajectory to achieving an elimination of traffic deaths and serious injuries by 2050; and

WHEREAS, these targets align with the planning goals and desired outcomes for the projects and programs of the NJTPA Long Range Transportation Plan and Transportation Improvement Program; and

WHEREAS, no action authorized by the NJTPA shall have force or effect until 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 adopts the attached targets for the roadway safety performance measures listed in National Performance Management Measures: Highway Safety Improvement Program (HSIP); Final Rule (23 CFR 490); 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.

Approved January 13, 2025

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

WHEREAS, the North Jersey Transportation Planning Authority (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 two- and four-year statewide targets for the second performance period (2022–2025) in the Baseline Performance Period Report, submitted to FHWA on October 1, 2022; and

WHEREAS, the NJTPA established MPO targets by supporting the NJDOT statewide two- and four-year statewide targets for the 2011–2025 performance period by resolution on May 8, 2023; and

WHEREAS, in the Mid Performance Period Progress Report submitted to FHWA on October 1, 2024, the NJDOT submitted adjusted statewide four-year targets for six pavement and bridge measures: 1) percent of the Interstate NHS pavement lane-miles in good condition; 2) percent of the Interstate NHS pavement lane-miles in poor condition; 3) percent of the non-Interstate NHS pavement lane-miles in good condition; 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 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 four-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 four-year target or commit to a new quantifiable target for that performance measure for its metropolitan planning area; and

WHEREAS, the adjusted statewide four-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 Long Range Transportation Plan and TIP; and

WHEREAS, no action authorized by the NJTPA shall have force or effect until 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 four-year targets for the six 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.