



JOHN P. KELLY, CHAIR

Board Meeting Minutes

May 13, 2024

A. Open Public Meetings Act Compliance

Chair John P. Kelly, Ocean County, called the meeting to order at 10:30 a.m. Ted Ritter, Central Staff, reported that, in accordance with the Open Public Meetings Act, Chapter 231, P.L.1975, adequate notice of this meeting was forwarded to the *Star Ledger*, the *Asbury Park Press*, the *Courier News*, the *Daily Record*, the *Home News Tribune*, the *Jersey Journal*, *New Jersey Herald*, and *The Record*. It was posted at the Essex County Hall of Records in Newark and the office of the Lieutenant Governor in Trenton.

B. Roll Call

Mr. Ritter called the roll. Twenty voting members attended the virtual meeting. (Attachment 1).

C. Approval of Minutes

A motion to approve the minutes of the March 11, 2024 meeting was made by Morris County, seconded by Union County and carried unanimously.

D. Chair's Remarks

Chairman Kelly thanked Board members and attendees for their flexibility to meet virtually due to anticipated traffic volume and parking shortages caused by graduations being held in downtown Newark, allowing everyone to participate in the meeting.

The Chairman also thanked the Port Authority for offering to present regarding plans for the future of the Manhattan bus terminal. Chairman Kelly expressed his gratitude to Board members and Central Staff who participated in the recent New Jersey TransAction Conference in Atlantic City. The Chairman noted that he moderated a panel discussion at the conference on the NJTPA's Complete Streets Technical Assistance Program and Demonstration Library. Also at this session, a representative from Seaside Heights Borough noted that the town used their Complete Streets Technical Assistance report to successfully apply for an \$824,000 Transportation Alternatives Set-Aside Grant to make improvements to Central Avenue.

The Chairman announced that the NJTPA recently selected five communities for the program's 2024-2025 cycle. They are Belleville and Verona townships in Essex County; Belmar Borough in

Monmouth County; the City of Paterson in Passaic County; and Readington Township in Hunterdon County.

He also told the Board that International Motor Freight, which received funding from the NJTPA's Transportation Clean Air Measures Program, participated in a recent roundtable discussion at the White House on a new national goal to reach zero emissions in the freight sector by transitioning to zero-emission heavy-duty vehicles. The company will use the funding to build out electric vehicle infrastructure at the Port of New York and New Jersey.

Regarding safety, the Chairman said Ocean County is among eight subregions working with the NJTPA to develop Local Safety Action Plans, which will provide a framework for addressing their most pressing safety needs. All the participating subregions have created Local Implementation Committees, which have started to meet and will help advance the recommendations in these plans.

He also said that the following week Harvey Cedars would help kick off its summer Street Smart NJ campaign with a news conference on May 23, leading into the unofficial start of summer at the shore on Memorial Day weekend. He noted that last month Union County Commissioner Bette Jane Kowalski, NJTPA Third Vice Chair, helped kick off a campaign in Roselle Borough, which is being led by the EZ Ride Transportation Management Association. He said the NJTPA is always looking for communities to partner with on safety campaigns. Anyone interested in learning more can visit BeStreetSmartNJ.org.

E. Executive Director's Report

Executive Director David Behrend also thanked those who participated in TransAction, which he said had record attendance this year. He said the NJTPA also staffed a booth at the New Jersey Association of Counties Conference, which was held the same week as TransAction in Atlantic City. He noted that the NJTPA also would host a booth at the New Jersey Conference of Mayors in Atlantic City for the first time, providing a great opportunity to promote the agency's municipally focused programs.

Regarding planning activities, Mr. Behrend said many projects and programs are wrapping up with the fiscal year ending June 30. This, he said, includes Subregional Studies concluding in Jersey City, Monmouth County, Newark, and Passaic County. Also, a major initiative led by Central Staff concluding this summer is the update of the Regional Capital Investment Strategy, which serves as a framework for setting investment priorities and targets across various categories. Once complete, the updated investment strategy will be a foundation for the next Long Range Transportation Plan, which the Board must adopt by the fall of 2025. He said the NJTPA is finalizing the selection of two consultant teams, one for the plan's financial element and another for public engagement.

Plan outreach will include meetings and events around the region. He said the NJTPA will look for active involvement by Board members. Supporting this outreach, he said, will be the UpNext North Jersey young adults advisory group and the NJTPA's Outreach Liaisons, community members who help expand the reach of NJTPA public engagement efforts. He welcomed any ideas on how to best gather public and stakeholder input in all subregions.

Also supporting the development of the long-range plan, Mr. Behrend reported, is an update of the NJTPA's federally required Congestion Management Process. With input from the subregions and others, it will examine accessibility, mobility, and equity needs and strategies to address them. At the same time, the NJTPA's freight forecasting project is analyzing freight trends out to 2050.

Also regarding freight, Mr. Behrend said, on April 18, the NJTPA hosted a workshop on behalf of the Multistate Freight Working Group, a part of the Metropolitan Area Planning (MAP) Forum, which includes 10 metropolitan planning organizations (MPOs) and councils of government from New Jersey, New York, Connecticut, and Pennsylvania. The speakers focused on the use of the federal Freight Analysis Framework dataset, an important resource for planning freight policies and investments, he said.

Turning to other planning activities, Mr. Behrend said the next steps in the development of Local Safety Action Plans that the Chairman mentioned include creating websites for each participating subregion to provide safety data and gather public input. Another planning effort, he said, involves the evolution of Together North Jersey (TNJ), a long-standing partnership with the Voorhees Transportation Center at Rutgers University. This work is now being done under a new name, the Vibrant Communities Initiative, which continues the mission of the TNJ Plan. A new [website](#) is linked to the NJTPA homepage.

On April 26, the Vibrant Communities Initiative held a forum in New Brunswick on creative placemaking, featuring speakers on honoring the culture and history of communities. Video of the full event is on the NJTPA website.

He encouraged those interested in the development of the Morris Canal Greenway to attend the Morris Canal Working Group's spring virtual meeting on May 22. He also noted that the Canal Society of New Jersey recently opened an office in Parsippany, where it has made its extensive historical archives available to the public. A link to a new NJTPA video on the archive was included with the Central Staff Highlights emailed to the Board on Friday.

Finally, Mr. Behrend recognized the NJTPA's Freight Planning Director, Anne Strauss-Wieder, who is retiring next month. He thanked Anne for all her hard work for the NJTPA over the years.

F. Presentation: Port Authority Bus Terminal Project — Jay Shuffield, Manager of Regional Transportation Policy, Port Authority of New York and New Jersey

Mr. Shuffield said the Port Authority is undertaking a project to transform and replace the existing Midtown Bus Terminal in Manhattan. The terminal, dating back to the 1950s with expansions in the 1960s and 1980s, faces such challenges as buses using city streets due to inadequate facilities. The new terminal will be larger to accommodate future growth and ADA requirements and will feature a staging and storage facility to ensure timely bus operations. Additionally, it will replace surface parking lots, reducing street congestion. The project, he said, will deliver world class public spaces inside and around the new terminal, including decks over some current roadways, a central atrium and new retail spaces along the current blank facade on 40th Street. Collaboration with the community and officials has shaped the project, he said, aiming to integrate regional transportation better into the neighborhood.

He said the project is nearing the end of the environmental review process, which involved a notice of intent issued in June 2021. The draft environmental impact statement (EIS) was published in February, and the public comment period closed in March. After addressing comments and finalizing the EIS, he said a record of decision is anticipated this summer. The agency is hoping to begin construction around the end of the year, which will include creating a new temporary terminal while the existing one is rebuilt.

G. Committee Reports/Action Items

Project Prioritization – Commissioner Charles Kenny, Chair

Commissioner Kenny, Middlesex County, said the committee considered three action items — two modifications, and one minor amendment to the Transportation Improvement Program (TIP). Only the minor amendment requires Board action.

The City of Elizabeth, he said, requested a TIP amendment to add the Elizabeth Intermodal Transportation Infrastructure Planning Project. The City received a \$5 million federal Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant. The grant will be used for a planning study to assess the feasibility of constructing a ferry terminal and establishing ferry service from the City of Elizabeth to Manhattan. The Federal Transit Administration, as a condition of awarding the grant, required that the project be added to the TIP. This is listed as Action Item One on the agenda.

Next, he said, the Committee considered a modification to add \$11.13 million of National Highway Performance Program funds to the TIP for construction of the Route 80/Route 15 Interchange Project in Morris County. This will increase the total to \$155.6 million. The increased cost is the result of unit price increases due to inflation, supply chain issues, and higher costs for labor and materials. This project is in final design and construction is anticipated to begin in 2028 and be completed in 2032. The Committee approved the item, and it does not require action by the Board.

The third item before the Committee, he said, was a TIP modification to add \$2.5 million of Bridge Formula Program funds for preliminary engineering in fiscal year 2024 for the Route 3 Eastbound Bridge over the Hackensack River and Meadowlands Parkway Project in Bergen and Hudson counties. This increases the total project cost to \$7 million. The increase stems from inflation and additional task activities needed to complete the environmental assessment. This modification was approved by the Committee and does not require Board action.

Also at the meeting, he said, Central Staff provided a briefing on the financial plan updates for two New Jersey Department of Transportation (NJDOT) projects: the Route 3, Route 46, Valley Road and Notch/Rifle Camp Road Interchange Project in Passaic County; and the Route 206, Valley Road to Brown Avenue Project in Morris County. Both projects have seen cost increases due to inflation, right-of-way acquisition, and needed project changes, among other factors. The allocations in the TIP are sufficient to cover the increases.

Action Item 1: Minor Amendment to the FY 2024-2027 Transportation Improvement Program to Add the Elizabeth Intermodal Transportation Infrastructure Planning Project in Union County as Requested by the City of Elizabeth (Attachment 2)

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

Planning and Economic Development – Commissioner Jason Sarnoski, Chair

Commissioner Sarnoski, Warren County, said there were no action items for the Committee at the meeting, but Central Staff briefed members on several planning initiatives. First, was a presentation on the Palisades Shared Use Path Study, which is investigating the potential for creating a path on the west side of the Hudson River, between the Governor Mario M. Cuomo Bridge and the George Washington Bridge. This is being led by the New York Metropolitan Transportation Council with the NJTPA's active involvement. Central Staff will brief the Board as the study progresses.

Next, he said the committee was informed that the state's three MPOs are accepting applications for the Regional Transportation Alternatives Set-Aside program. This is a popular program that covers a wide range of non-traditional transportation projects costing \$1.5 million or more. The NJTPA's priorities for the program are projects that advance the Morris Canal Greenway and/or the Regional Active Transportation Plan, including bicycle and pedestrian improvements. Central Staff has been compiling a list of candidate projects, which must be submitted to the NJDOT later this week. NJDOT will then open its online submission system, and subregions and municipalities who are on the NJTPA's list will be able to submit formal applications, which will be considered for this competitive funding.

The Committee was also briefed on recent federal funding opportunities that are highlighted on NJTPA's Infrastructure Investment and Jobs Act [webpage](#) and on the award of Complete Streets Technical Assistance.

Freight Initiatives – Commissioner Stephen Shaw, Chair

Commissioner Shaw, Morris County, said the Committee thanked Ms. Strauss-Wieder for her years of service supporting freight planning in the region and wished her well on her retirement.

He said the meeting featured the Committee's Annual Port Industry Update. The first speaker was Beth Rooney, Port Director at the Port Authority of New York and New Jersey, who said the volume of freight handled at the port has moderated in the past year, following the large surge of up to 28 percent during the pandemic, which severely strained the port's capacity. However, port traffic remains higher than pre-pandemic volumes in 2019. In recent weeks, the port has handled cargo diverted from the Port of Baltimore after the bridge collapse there.

Ms. Rooney also provided an update on some port improvement projects that are advancing, including a southbound rail connection and upgrades to road access from the north. The agency also issued a Net Zero Roadmap, including commitments from each port department to reduce greenhouse gases.

The next speaker was John Nardi, President of the Shipping Association of New York and New Jersey. He said the port has gone from a shortage of workers during the pandemic to a surplus of longshoremen today due to the lower cargo volumes. Yet the port is seeking to retain its pool of experienced workers given the likelihood of future growth. Many under-utilized workers are being

trained on new equipment and procedures. Along with the Council on Port Performance, his organization also continues to conduct outreach and recruitment in surrounding communities to prepare people for work in the industry. The hiring process, he said, is much improved now that it is overseen by the New Jersey State Police rather than the previous Waterfront Commission.

As part of member reports to the Committee, Commissioner Shaw shared that Morris County received a \$558,000 grant from the NJDOT's Rail Freight Assistance Program for the design of the Chester Branch Rail Bridge over Berkshire Valley Road in Roxbury, to ensure there is sufficient clearance to curtail incidents of trucks striking the bridge. The improvements were recommended as part of the Berkshire Valley Road Truck Circulation Project completed through the NJTPA's Freight Concept Development Program last year.

NJDOT shared that the agency continues work on its truck parking profile study, including outreach to stakeholders and interviews with truck drivers.

H. Public Participation

The Chair acknowledged Bruce Hain, who indicated he would like to make comments.

Mr. Hain said he regretted missing the comment period on the EIS for the Port Authority Bus Terminal, which Mr. Shuffield spoke about earlier in the meeting. He said he produced a video called "Lincoln Tunnel Fourth Tube and the Bus Terminal Replacement Project," which explains his position on the project. He said the Port Authority should consider scenarios for a fourth Lincoln Tunnel tube before the replacement project is underway. He urged NJTPA Board members and others to watch his video on YouTube. The Port Authority's proposed version of the bus terminal, he said, covers up the tunnel portals, which he said were quite elegantly done, even in their current poor condition.

I. Time and Place of Next Meeting

Chairman Kelly announced that the next meeting of the Board will be held in-person on July 8, 2024, 10:30 a.m. at the NJTPA offices in Newark.

J. Adjournment

At 11:16, a motion to adjourn was made by Morris County, seconded by Middlesex County, and carried unanimously.

Attachment 1

NORTH JERSEY TRANSPORTATION PLANNING AUTHORITY, INC.
Meeting of the Board of Trustees
Attendance Record: May 13, 2024

Subregion/Agency	Voting Members/Alternates	Staff & Others
Bergen County	Peter Botsolas	Joseph Baladi
Essex County	David Antonio	
Hudson County	Tom Malavasi	Ashley Dominguez
Hunterdon County	Hon. Susan Soloway	Katherine Fullerton
Jersey City	Michael Manzella	Elias Guseman
Middlesex County	Hon. Charles Kenny Linda Weber	Mike Dannemiller Andrew Lappitt
Monmouth County	Teri O'Connor	Joseph Ettore Shilpa Bhojappa
Morris County	Hon. Stephen Shaw John Hayes	Kevin Stephens
Newark	Dolores Martinez Wooden	
Ocean County	Hon. John Kelly	Mark Jehnke, John Ernst
Passaic County	Hon. John Bartlett	Ahmet Akdag Adam Bradford
Somerset County	Walter Lane	Ken Wedeen, Jonathan Eagle
Sussex County	Tom Drabic	
Union County	Hon. Bette Jane Kowalski Hon. Michelle Delisfort	Liza Betz
Warren County	Hon. Jason Sarnoski David Dech	Ryan Conklin Shawn Buskirk
Office of the Governor	Dorian Smith	
NJDOT	Eric Powers	Megan Fackler
NJ TRANSIT	Jeremy Colangelo-Bryan	
Port Authority of New York & New Jersey (PANYNJ)	Jay Shuffield	
Citizens' Representative	Charles Burton	

Other Attendees	
Ted DelGuercio III	Legal Counsel
Various members of Central Staff	NJTPA
Shevon Abrams	
Bruce Hain	
Doug Greenfeld	

Robert Werkmeister	
Jim Yeager	
Sandra (no last name provided)	
(908) 334-6022	
(973) 579-0500	

Approved May 13, 2024

Attachment 2

**DRAFT RESOLUTION: MINOR AMENDMENT TO THE FY 2024 – 2027
TRANSPORTATION IMPROVEMENT PROGRAM TO ADD THE ELIZABETH
INTERMODAL TERMINAL TRANSPORTATION PLANNING PROJECT IN
UNION COUNTY AS REQUESTED BY THE CITY OF ELIZABETH**

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

WHEREAS, the NJTPA formally adopted the FY 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 at any time; and

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

WHEREAS, the City of Elizabeth has requested a minor amendment to the FY 2024 – 2027 TIP to add the Elizabeth Intermodal Transportation Infrastructure Planning Project in Union County (DBNUM NDFT2401) with \$5 million in federal funding for planning study work; and

WHEREAS, fiscal constraint is maintained by adding \$5 million of US Department of Transportation RAISE Discretionary Grant Program funds to this project; and

WHEREAS, this minor amendment is exempt from an air quality conformity analysis 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 this action; and

WHEREAS, the FY 2024 – 2027 TIP conforms to the MAP-21/FAST Act and Infrastructure Investment and Jobs Act performance-based planning requirements; and

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

WHEREAS, no action authorized by the NJTPA shall have force or effect until ten (10) days, Saturdays, Sundays and public holidays excepted, after a copy of the minutes of the meeting of the Board of Trustees has been delivered to the Governor for review, unless prior to expiration of

the review period the Governor shall approve same, in which case the action shall become effective upon such approval.

NOW, THEREFORE, BE IT RESOLVED, that the North Jersey Transportation Planning Authority hereby approves the specified amendment to the FY 2024 – 2027 Transportation Improvement Program.

BE IT FURTHER RESOLVED that a copy of this resolution is forwarded to the City of Elizabeth for submission to the Federal Transit Administration.