



JOHN P. KELLY, CHAIR
Board Meeting Minutes
November 12, 2024

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 17 voting members were in attendance. (Attachment 1).

D. Approval of Minutes

Middlesex County made a motion to approve the minutes of the September 9, 2024, meeting, Morris County seconded, and the Board approved unanimously.

E. Chair Remarks

The Chair thanked everyone who participated in the Board Visioning Workshop last month for *Connecting Communities: The NJTPA Long Range Transportation Plan* (LRTP). He said it was great to see so many Board members and subregional staff in attendance and to hear their ideas for the future of the region.

He said one of the key discussion topics was how to make travel safer, with a suggestion to increase collaboration between the counties and municipalities. He added one way the NJTPA is working to improve collaboration is through the creation of Local Safety Action Plans. Ocean County is one of eight counties working with the NJTPA to create these plans, which will identify and prioritize strategies for improving safety. Each county has created a Local Implementation Committee, which includes municipal representatives, to help put these plans into action. He thanked Commissioners Sarnoski, Shaw, and Sooy for participating in recent Local Implementation Committee meetings in their counties. Once these plans are adopted, counties and municipalities can seek federal Safe Streets and Roads for All grants to implement recommended improvements.

He congratulated the subregions, the NJTPA, and the New Jersey Department of Transportation (NJDOT) for their work to get a record amount of Local Safety and High Risk Rural Roads funding authorized in the last federal fiscal year, which ended September 30. More than \$45 million in Highway Safety Improvement Funds was authorized to advance projects to preliminary engineering, final design, and construction. The Local Safety and High Risk Rural Roads programs provide the subregions with the opportunity to address some of their

highest safety priorities. Solicitation for the next round of funding closed October 31, and applications are being reviewed to recommend a new slate of projects to the Board in the coming months.

Last month the NJTPA's Street Smart NJ pedestrian safety initiative surpassed 265 partners statewide. The Borough of Oradell in Bergen County partnered with the EZ Ride Transportation Management Association to kick off a campaign last month that will focus on improving safety at a busy intersection. He encouraged anyone interested in getting involved to visit BeStreetSmartNJ.org for more information.

In conclusion, the Chair said the NJTPA will work with the new administration in Washington, D.C. next year to advance critical transportation projects in the region. He directed Central Staff to keep the Board apprised of any developments related to changes in federal transportation policy or reauthorization of federal funding.

The Chair asked the implementing agencies if they had any updates to share. Jay Shuffield, Manager of Regional Transportation Policy, Port Authority of New York-New Jersey, said the Hoboken PATH terminal will close for 25 days in February for vital track, switch upgrades, and station rehabilitation. The project is part of the two-year, \$430 million PATH Forward Program to restore and modernize the 116-year-old rail system. He said the Port Authority will work with its regional partners to offer travel alternatives by bus, ferry and light rail. Customers should allow for some additional travel time during the closure. He said that information sessions would be held the day following the meeting, as well as the next day.

Mr. Shuffield also said the agency announced its Newark Airport Vision Plan, which calls for a new Terminal B, overhauling outdated roadway networks and redesigning the delay-prone aircraft taxiway network. In addition, the Port Authority received a pair of EPA Clean Port Grants totaling \$347 million. One is an implementation grant to jumpstart more sustainable trucks, ships and cargo handling equipment. The other is a planning grant to provide the resources to establish a Port Community Advisory Council and to do some other work with the community.

F. Executive Director's Report

NJTPA Executive Director David Behrend thanked those who attended the Visioning Session for *Connecting Communities*. In addition to the emphasis on safety highlighted by the Chair, he said the NJTPA also heard about the need to improve the transit network; address road congestion, unreliable travel times, and upgrade aging or outmoded facilities. Other suggestions included supplementing traditional, fixed route transit with on-demand services and micromobility; increasing housing near transit; bolstering local planning capacity and resources; applying more data-driven approaches to target investments for safety and other needs, and better engaging developers and the private sector. The participants also discussed how the NJTPA can better address regional equity, which will be the subject of a new plan goal.

Mr. Behrend said the input will guide public engagement activities which are getting underway. He encouraged Board members to participate in the outreach and serve as ambassadors to help promote the planned online survey, forums, and other events. Mr. Behrend said that the NJTPA would be testing the survey the following week at the League of Municipalities Conference and encouraged anyone attending to stop by the NJTPA's booth.

Mr. Behrend said that he was happy to inform everyone that the Vibrant Places Program's recent work with Asbury Park creating the Springwood Avenue Heritage Walk just received the 2024 Outstanding Community Engagement Award from the New Jersey Chapter of the American Planning Association. Mr. Behrend thanked the NJTPA staff involved as well as the team from the Voorhees Transportation Center at Rutgers University and the community members who worked on the effort. Visit [Vibrant Communities Initiative](#) for a link to the project.

In addition, Mr. Behrend said public outreach and activities are underway for three subregional studies:

- Hudson County’s West Hudson Circulation and Connectivity Study
- Middlesex County’s Road Safety Audits
- Warren County’s Comprehensive Complete Streets Policy Implementation Plan

Mr. Behrend also noted that the NJTPA-coordinated Morris Canal Greenway Working Group will meet Monday, December 2. The group continues to make progress in building out the greenway, as seen in the meeting’s action item to award \$1.5 million to Warren County to design and construct a new segment. He also noted that the New Jersey Department of Environmental Protection and NJ TRANSIT would be hosting a public meeting the day after the Board meeting to present updates on the Newark segment of the Essex-Hudson Greenway, which will eventually span eight municipalities.

Mr. Behrend said NJTPA staff are also working with partners in New York City to create a Comprehensive Climate Action Plan, funded by the U.S. Environmental Protection Agency, for a portion of the bi-state region. The public survey was slated to close the week of the Board meeting. Also, on the topic of cross-state collaboration, the Metropolitan Area Planning (MAP) Forum, which the NJTPA is a member of, will hold its virtual annual meeting on Friday, December 6.

Mr. Behrend added that the federal Infrastructure Investment and Jobs Act (IIJA) expires in less than two years, and everyone should work to support a reauthorization that continues strong federal infrastructure investment.

The NJTPA is also preparing the Unified Planning Work Program (UPWP) for the next fiscal year, which will begin July 1. The program details all federally funded work of NJTPA Central Staff, the subregions, and the Transportation Management Associations. The draft will be distributed to the Board and RTAC members for review in December. The final work program will go before the Planning and Economic Development Committee in February in preparation for March Board approval.

In closing, Mr. Behrend shared that the NJTPA recently launched a monthly LinkedIn newsletter as part of ongoing efforts to find new ways to reach more people and share information and encouraged everyone to subscribe. In addition to LinkedIn, the NJTPA shares information through various social media platforms, an e-list and the NJTPA website. Central Staff also frequently updates the *InTransition* magazine website, including a new article on the City of Newark’s plans for development near the airport – a potential aerotropolis for the region. He encouraged everyone to subscribe for updates on new content.

G. Presentation: Transportation Planning from a United for ALICE Perspective

Stephanie Hoopes, National Director of United for ALICE, which is an acronym for Asset Limited, Constrained, Employed, gave a presentation, which can be viewed [here](#).

Ms. Hoopes said everyone knows someone who could be classified as ALICE or has perhaps been in this situation themselves. She said the ALICE population work in jobs that are needed to keep the economy running smoothly and yet they struggle to afford household basics and support their families.

Ms. Hoopes said that United for ALICE was founded and is supported by the United Way of Northern New Jersey. It started as a small pilot in Morris County and now has spread across the entire country. She said that 10 percent of householders in New Jersey fall below the federal poverty level, which is the standard measure of financial hardship. But 36 percent of households in New Jersey can be classified as ALICE based on a household survival budget her organization developed. The online tool calculates the cost of basic essentials including housing, childcare, food, transportation, healthcare, taxes and a small amount for technology, such as a cellphone.

Ms. Hoopes said the federal poverty level is an outdated measure, that has not been updated to reflect the current economy and the current way expenses are allocated. There is also one figure used nationwide, which does not account for cost-of-living differences across the country. ALICE residents are in every county in New Jersey; however, the rates vary across the state. Information about each county in the county, including demographics, is available at the [UnitedforALICE.org](https://www.unitedforalice.org).

Ms. Hoopes said that incorporating ALICE into transportation planning presents a huge opportunity to make a difference. She said making transportation more affordable and more accessible and providing travel options for people to get to childcare and healthcare, rather than just shopping centers, would go a long way to improve the quality of life for ALICE households.

Morris County Commissioner Stephen Shaw asked whether ALICE populations are growing and what the trend has been. Ms. Hoopes responded that the population saw a big uptick during the Great Recession from 2007 to 2010. While the poverty rate has remained flat, the number of ALICE households has increased through different administrations and economic conditions. She said that the largest budget item for ALICE households is housing, unless there are two or more children in the home, then it is childcare.

H. Committee Reports/Action Items

Project Prioritization – Middlesex County Commissioner Charles Kenny, Chair

Commissioner Kenny thanked everyone who attended the October joint committee meeting in person. He said the committee considered two action items, which require Board approval today, and one item that needs no further action.

The first item is approval of the Regional Transportation Alternatives Program, awarding \$1.5 million to Warren County’s Morris Canal Greenway Trail, Inclined Plane 9 West to Strykers Road Project. The project was selected through a cooperative process between NJDOT, NJTPA, and the state’s other two MPOs.

The second item for approval contains two Minor Amendments to the FY2024-2027 Transportation Improvement Program (TIP). The first part adds \$43.8 million to the Mobility and Systems Engineering Program for engineering and construction in Federal Fiscal Year (FY) 2025 for Intelligent Transportation System projects, including improvements around the Meadowlands Sports Complex to support the 2026 FIFA World Cup events. The second part adds \$24.7 million to the Route 287, Route 202 to Ramapo River project for construction, increasing the total to \$103.5 million and to reprogram these funds for FY 2026 and 2027. The reprogramming is necessary to accommodate additional environmental surveys and to prepare the financial plan required now that the project cost exceeds \$100 million.

The committee also approved a Modification to the FY 2024-2027 TIP to add \$14.2 million in Federal Transit Administration funds to the Ferry Program for engineering, right of way, and construction in FY 2025. This will allow for up to six New York Waterway ferry vessels to be converted from diesel to battery electric propulsion systems, along with the necessary charging equipment and land side improvements. No further action was required.

Action Item 1: Approval of Regional Transportation Alternatives Program Project (Attachment 2)

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

Action Item 2: Minor Amendments to the FY 2024-2027 Transportation Improvement Program to Increase and Align Federal Funds for a Program and a Project as Requested by NJDOT (Attachment 3)

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

Planning and Economic Development – Warren County Commissioner Jason Sarnoski, Chair

Commissioner Sarnoski said that at the October meeting, the Committee heard a presentation from Jersey City on the recently completed Traffic Calming Toolkit study, which was funded through the NJTPA's Subregional Studies Program. The study explored how and where traffic calming measures can be implemented to help meet the city's Vision Zero goal of eliminating traffic deaths by 2026. It included public input through meetings and a survey, two demonstration projects, and stakeholder interviews. He said the toolkit and other products, which are available on the NJTPA website, are likely to be helpful to counties and municipalities seeking to achieve similar safety improvements.

The Committee also considered one action item, which requires Board approval, an Amendment to the NJTPA Long Range Transportation Plan (LRTP) to include the Resilience Improvement Plan. This plan was developed in partnership with the Port Authority to provide a risk-based assessment of vulnerable transportation assets in relation to immediate and long-term transportation planning. This action will benefit applicants to the federal PROTECT Grant Program, making their proposals for resilience improvement funding more competitive and lowering the required funding match. The Resilience Improvement Plan was included in the agenda package.

Commissioner Sarnoski commented that although this is a great program, it includes the Route 80 Rockfall Project that Warren County continues to have concerns about. While the County has been working with NJDOT regarding the project, he said he would abstain on the action item.

Action Item 3: Amendment to the NJTPA Long Range Transportation Plan to Include the Resilience Improvement Plan (Attachment 4)

Port Authority moved the item, Jersey City seconded, and it carried with one abstention by Warren County.

Freight Initiatives Committee- Commissioner Stephen H. Shaw, Chair

Commissioner Shaw said Central Staff discussed the 2050 Freight Industry Level Forecasts Update that will be used in the LRTP development. Additionally, two Freight Concept Development Program studies are about to get underway: the Southern Middlesex County North-South Truck Corridor Project and the East Hanover Avenue Bridge Catenary Rail Clearance Project in Morris County. The NJTPA will also prepare a preliminary screening for Plate F vertical rail clearance, the industry standard height, on the NJ TRANSIT North Jersey Coast Line in Perth Amboy.

Commissioner Shaw said the meeting featured a panel of three speakers on the next stages of commercial truck electrification. Nicholas Raspanti, of Zeem Solutions; Pip Decker, of Current Trucking; and Peg Hanna from the New Jersey Department of Environmental Protection. A summary of the presentations is available on the NJTPA [website](#).

Commissioner Shaw said he reported that Morris County's Dover and Rockaway Railroad runaround track funded through New Jersey's Rail Freight Assistance Program has been completed. A contract was also executed for design of the Chester Branch rail bridge over Berkshire Valley Road in Roxbury, which has a long history of truck collisions due to insufficient clearance. That project graduated from NJTPA's Freight Concept Development Program just last year.

NJDOT reported that the first phase of a truck parking study is assessing the scope of the problem, with data showing drivers spend over two hours each day seeking parking. The Port Authority reported that operations are returning to normal after the recent port strike. Somerset County noted that the county's NJTPA-funded Circulation Element was adopted into the Master Plan, reflecting strong public support. The plan includes a range of goods movement recommendations.

I. Public Participation

There were no questions or comments from the public.

J. Time and Place of Next Meeting

Chairman Kelly announced that the next meeting of the Board will be held in-person on Monday, January 13, 2025, at 10:30 a.m. at NJTPA, One Newark Center, (1085 Raymond Blvd.), Newark, NJ 07102.

K. Adjournment

At 11:21 a.m., a motion to adjourn was made by Warren County, seconded by Morris County, and carried unanimously.

NORTH JERSEY TRANSPORTATION PLANNING AUTHORITY, INC.
Meeting of the Board of Trustees
Attendance Record: November 12, 2024

Subregion/Agency	Board Members/Alternates	Staff & Others
Bergen County	Peter Botsolas	
Essex County	David Antonio	
Hudson County		Tanner Thul
Hunterdon County	Hon. Susan Soloway	Katherine Fullerton
Jersey City	Mike Manzella	
Middlesex County	Hon. Charles Kenny	Andrew Lappitt
Monmouth County	Joseph Ettore	
Morris County	Hon. Stephen Shaw John Hayes	Kevin Stephens
Newark	Dolores Martinez Wooden	Trevor Howard
Ocean County	Hon. John P. Kelly	Mark Jehnke
Passaic County	Andras Holzmann	
Somerset County		Jonathan Eagle Ken Weeden
Sussex County	Tom Drabic	
Union County	Hon. Bette Jane Kowalski	
Warren County	Hon. Jason Sarnoski 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	

Other Attendees	
Bakari Lee	Legal Counsel
Various members of Central Staff	NJTPA
Ed Murray	Photographer
Lou Luglio	HNTB
Bob Werkmeister	GPI
Sara Margolis	Dewberry

Approved November 12, 2024

**DRAFT RESOLUTION: APPROVAL OF A PROJECT FOR THE FY 2024
REGIONAL TRANSPORTATION ALTERNATIVES SET ASIDE
PROGRAM**

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

WHEREAS, the New Jersey Department of Transportation (NJDOT) in partnership with New Jersey's MPOs announced the Regional Transportation Alternatives Set-Aside Program (RTASA) for FY 2024 on March 6, 2024; and

WHEREAS, eligible activities for RTASA funding must follow the program goals and requirements; and

WHEREAS, the projects were selected by the NJTPA in partnership with its subregions and discussed with NJDOT subject matter experts at six pre-application meetings; and

WHEREAS, NJTPA submitted a list of five recommended projects for funding to NJDOT on May 23, 2024; and

WHEREAS, four recommended project sponsors submitted full applications via the System for Administering Grants Electronically (SAGE) by July 10, 2024; and

WHEREAS, only three applications were considered eligible for funding by the interagency Technical Review Committee comprised of representatives from the NJDOT's Division of Local Aid and Economic Development and Bureau of Environmental Program Resources, Delaware Valley Regional Planning Commission, NJTPA, and the South Jersey Transportation Planning Organization; and

WHEREAS, within the NJTPA region, the NJDOT has agreed to fund one RTASA project in Warren County for \$1.5 million; and

WHEREAS, the original recommended project addresses the goals of the RTASA program as defined; 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 attached project for the Regional Transportation Alternatives Program.

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 and to the counties of the selected applicants.

Approved November 12, 2024

DRAFT RESOLUTION: MINOR AMENDMENTS TO THE FY 2024-2027 TRANSPORTATION IMPROVEMENT PROGRAM TO INCREASE AND ALIGN FEDERAL FUNDS FOR A PROGRAM AND A PROJECT AS REQUESTED BY THE NEW JERSEY DEPARTMENT OF TRANSPORTATION

WHEREAS, the North Jersey Transportation Planning Authority, Inc. (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 minor amendments to the FY 2024-2027 TIP to increase and align federal funds for the Mobility and Systems Engineering Program (DBNUM 13306), and the Route 287, Route 202 to Ramapo River project (DBNUM 14359); and

WHEREAS, fiscal constraint is maintained by adding federal funds available from prior year unobligated balances and aligning current programmed funding with anticipated project authorizations; and

WHEREAS, an air quality conformity determination does not apply to the program, and the project is exempt from an air quality conformity determination as per the Transportation Conformity Rule (40 CFR 93.126 and 93.127), and neither 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 NJDOT for submission to the Federal Highway Administration.

Approved November 12, 2024

DRAFT RESOLUTION: APPROVAL OF AN AMENDMENT TO THE NJTPA LONG RANGE TRANSPORTATION PLAN TO INCLUDE THE RESILIENCE IMPROVEMENT PLAN

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

WHEREAS, the NJTPA, pursuant to 23 U.S.C. 450.322, is responsible for the development of a Long Range Transportation Plan (LRTP) to guide the urban transportation planning process in northern New Jersey; and

WHEREAS, the NJTPA is required to review and update the LRTP every four years; and

WHEREAS, *Plan 2050: Transportation, People, Opportunity*, was adopted by the NJTPA on September 13, 2021; and

WHEREAS, the federal Infrastructure Investment and Jobs Act established new formula grant programs, including the Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Formula Program; and

WHEREAS, the PROTECT program seeks to ensure surface transportation resilience to natural hazards including climate change, sea level rise, flooding, extreme weather events, and other natural disasters; and

WHEREAS, the NJTPA has developed a Resilience Improvement Plan (RIP) that provides a risk-based assessment of vulnerable transportation assets in relation to immediate and long-term transportation planning; and

WHEREAS, inclusion of a RIP in the LRTP increases our region's eligibility for the PROTECT discretionary grant program; and

WHEREAS, the inclusion of a RIP in the LRTP also provides a reduced local match to PROTECT award recipients in our region; 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, Inc. hereby amends *Plan 2050: Transportation, People, Opportunity*, the Long Range Transportation Plan for Northern New Jersey to include the attached NJTPA's Resilience Improvement Plan appendix.

BE IT FURTHER RESOLVED that a copy of this resolution is forwarded to the Federal Highway Administration, Federal Transit Administration, U.S. Environmental Protection Agency, New Jersey Department of Transportation, NJ TRANSIT and New Jersey Department of Environmental Protection.