



**MEADOWLANDS TRANSPORTATION PLANNING BOARD
MEADOWLANDS DISTRICT TRANSPORTATION PLAN 2045
REMOTE MEETING
NOVEMBER 9, 2021 @ 10:00AM
AGENDA**

Zoom Link: <https://us02web.zoom.us/j/83862896872>

Zoom Via Phone: 929-205-6099 Meeting ID: 838 6289 6872

- I. PLEDGE OF ALLEGIANCE**
- II. OPENING STATEMENT**
- III. ROLL CALL**
- IV. APPROVAL OF MINUTES**
 - Approval of Regular Session Remote Meeting Minutes from January 20, 2021
- V. PRESENTATION**
 - AECOM & Michael Baker International: Meadowlands District Transportation Plan 2045 – Project Update
- VI. PUBLIC PARTICIPATION**
- VII. MOTION TO ADJOURN**



**MEADOWLANDS DISTRICT TRANSPORTATION PLAN 2045
MEADOWLANDS TRANSPORTATION PLANNING BOARD MEETING
REGULAR SESSION**

DATE: January 20, 2021
TIME: 10:00 a.m.
PLACE: Remote via Zoom
RE: **REGULAR SESSION MEETING MINUTES**

Members in Attendance:

SEAN THOMPSON, Chairman
NJ Dept. of Community Affairs

MICHAEL RUSSO
NJ Dept. of Transportation

JAMES KIRKOS
Meadowlands Regional Chamber

PERRY FRENZEL
E-Z Ride

MICHAEL GONNELLI
Mayor of Secaucus

VINCENT PRIETO, Secretary
NJSEA

Also Attending:

Adam Levy, Vice President of Legal & Regulatory Affairs
Sara Sundell, Director of Land Use Management and Chief Engineer
Sharon Mascaro, Deputy Director of LUM/Deputy Chief Engineer
Nadereh Moini, Chief of Transportation
Colleen Mercado, Senior Operations Administrator

Chairman Thompson called the meeting to order.

- I. Opening Statement - Chairman Thompson read the Notice of Meeting required under the Sunshine Law.

Chairman Thompson stated that the meeting of the Meadowlands Transportation Planning Board was being called for the purposes of overseeing the Meadowlands District Transportation Plan 2045 update project. He said that as this was the first meeting of the Board since 2007, he wanted to provide some additional introductions of the designated

Board members. Once again, he said his name was Sean Thompson, the Director of Local Planning Services at the New Jersey Department of Community Affairs and as the representative of the DCA and on behalf of the Lieutenant Governor, and the DCA Commissioner, Sheila Oliver, he was the designated Board Chairman. He said also with him were Michael Russo, Assistant Commissioner for Planning, Multi-modal and Grants Administration at the NJDOT; Perry Frenzel, Chairman of EZ Ride; Mayor Michael Gonnelli, Chairman of the Hackensack Meadowlands Municipal Committee; and James Kirkos, President and CEO of the Meadowlands Regional Chamber. The Chairman noted that in addition to the board members, someone who needed no introduction, Vincent Prieto, the NJSEA President and CEO, who serves as the Secretary of the Board.

II. Roll Call

III. PRESENTATION

Jim Hess – AECOM: Meadowlands District Transportation Plan 2045

Chairman Thompson introduced Mr. James Hess from AECOM, the project manager of the NJSEA's Consultant Team. He advised that Mr. Hess would be providing a slide presentation that will present a summary of the Board's role in overseeing the update of the Transportation Plan, some project background on the history of the Transportation Plan implementation and achievements, the project timeline, approach and objectives, and information on the joint planning process and outreach effort to date, including a summary of recent polling results. Chairman Thompson stated that after the conclusion of the presentation, Mr. Hess, along with the rest of the project team, would be available to answer any questions that the Board may have.

Mr. Hess thanked the Chairman and said that he was glad to be there on behalf of AECOM and they were pleased to be working with NJSEA on this important project. Mr. Hess then introduced the project consultant team:

NJSEA:

- Nadereh Moini, project manager on behalf of NJSEA;
- Sara Sundell
- Sharon Mascaro
- Adam Levy

AECOM (lead consultant firm for this project):

- Pam Coleman, lead transportation planner for this project;
- Ira Quiat, project director.

Michael Baker International (leading the assessment of potential improvement projects):

- Anthony Durante, senior planner
- Pete Kramer, senior planner

InGroup Incorporated:

- Ron Marsico
- Victor Domine

Mr. Hess gave a special shout out to InGroup, particularly for their work to this point, on the outreach activities, which they have been conducting.

Mr. Hess proceeded with the presentation, providing bullet points of the following:

- Project background and legal statutory basis for the work;
- Roles of the Planning Board in the process, which towards the end of the process would include presiding over a public hearing to present the draft plan; as well as recommending the final plan to NJSEA Board for final adoption;
- Project schedule – projected to extend for 20 months or more; going into early 2022;
- Key milestones.

Mr. Hess spoke a little more on the project history. He noted that the first and current MDTP was completed in 2007 with a planning horizon extending out to 2030 and said that the current project would update the plan and extend the planning horizon year out to 2045. He explained that one of the main work activities for this project was to review the recommendations from the current plan and provide an assessment of the status of the recommendations. Mr. Hess broke out the main categories of the recommendations:

1. Roadway segments and intersections
 - proposed improvements at 27 different locations;
 - highlight of improvements was the development and implementation of the Meadowlands Adaptive Signal System for Traffic Reduction (MASSTR).
2. New improved shuttle routes throughout the District
 - six specific recommendations;
 - one example: Rutherford/Lyndhurst shuttle operated by EZ Ride.
3. Pedestrian and bicycle facilities
 - since 2007 numerous improvements have occurred;
 - most notable: construction of two-way bicycle lane along Meadowland Parkway in the area of Harmon Cove.
4. District-wide program
 - includes activities and a number of different categories

Mr. Hess went on to summarize the key activities in the project, which included:

- Compiling information on Land Use and Development;
- Compiling information in terms of the transportation system and facilities;
- Analysis, assessment of the transportation system and facility.

Mr. Hess said they would be looking at the roadway system, state and local roads, public transit, as well as bicycle and pedestrian facilities and during this go-around, they would be looking more closely in terms of the freight or goods moving network. He then provided an overview of the transportation modeling work and stated that they had officially selected a modeling platform and tool that would be used for forward analysis: the North Jersey Transportation Planning Authority travel demand model. He noted that one of the additional factors that would be incorporated into the modeling analysis was the emerging transportation technology and how the implementation/potential implementation of those technologies might affect the transportation network in the District moving forward.

Mr. Hess stated that once the technical transportation modeling analysis was completed the Michael Baker Team would come in to assist in gathering information in terms of reviewing other plans, in terms of site visits and other available information that would go into assessing what could be identified as needs for improvements and what improvements might be formulated and possibly implemented to address those needs. He said the work would also involve developing cost estimates for projects and moving that through a prioritization process. He said this would then provide the basis for moving forward into the fee assessment framework and preparing the financial plan.

Mr. Hess then reviewed the outreach efforts that were already conducted, which were organized into two main groups:

1. Governing stakeholders – comprised of representatives of both Bergen and Hudson counties, and representatives from the fourteen municipalities in the District.
2. Technical stakeholders – also comprised of the counties and municipalities as well as representatives from various other interests.

Mr. Hess provided a summary of the polling questions and responses received from the Stakeholders presentation, specifically noting the following leading responses and/or concerns:

1. the need to improve the multi-modal facilities, i.e. public transit, park and ride, pedestrian and bicycle facilities in the District;
2. concerned with the issue of continued development expansion of the warehouse and distribution facilities;
3. the need to support/provide additional funding or incentives for multi-modal transportation facilities;
4. consider providing credits to developers against their fees.

At this point, Mr. Hess concluded the presentation and asked whether the Board members had any comments or questions.

Member Kirkos thanked Mr. Hess and stated that since the Board would not be meeting until later in the year, could he assume that the Board would get regular updates of the progress along the way? He also said that he assumed there were going to be multiple discussions with the technical stakeholder group to make sure that the process was engaging their input to develop the candidate-type projects.

Mr. Hess replied that he believed the Board would be given regular updates but didn't know whether that was specifically discussed as yet. He then asked Ms. Moini for her thoughts.

Ms. Moini responded by saying that as soon as a milestone was reached and any findings were received it would be shared with the Board. She advised that they had a very good meeting with the technical stakeholders and received very good feedback on the interactive questions survey, which the results would be utilized for establishing candidate improvements. She said that NJSEA will setup a website and the Board will be able to send input and feedback through the link on the website.

Member Mayor Gonnelli thanked the group for getting this up and running again. He said he had a couple of questions:

- Is this program being funded through the municipalities in their District transportation projects?
- He wanted to know how much each of the municipalities had raised; he felt that each municipality should know what they put into the fund;
- Are the costs for the MASSTR program being taken out of this fund, and if so, was that approved by all Mayors?

Mr. Levy responded that the program was funded from impact fees on development in the District. He said that staff had the figures for each municipality tallied and parched out and could provide that information to the towns. He stated that the MASSTR program was part of the assessment as a candidate improvement and explained that there was a public process in place in terms of Board resolution and authorization of expenditures of funds, which is dictated by statute. He went on to say that most, if not all, the towns benefit from this project and that it has been widely held as a very successful project in traffic mitigation. He concluded by saying they were very proud of the project and believe that it benefits the District significantly.

Member Mayor Gonnelli said he was also proud of the project as a lot of it takes place in Secaucus. He then referred to the statute specifically as it related to 30% of funds remaining in the town and 70% of the funds going to the Meadowlands use. He felt there was some type of disagreement regarding the 30% that should remain in the towns. He then addressed President Prieto on this matter.

President Prieto responded by saying that he knew the statute very well as he was the architect of the merger that actually put some of this in place and it was clear in the statute that there is 30%; and that 30% is spent in the town of Secaucus. He agreed that Secaucus was probably the biggest recipient of the MASSTR camera system and that he has been told by the local police department that the system is very vital to the department. President Prieto said the whole municipality benefits from the upkeep of the MASSTR system and stated, again, that 30% does go to the town but the 30% included the cost for the upkeep of the MASSTR system. He advised Mayor Gonnelli that he would get the towns all the numbers to look at.

Member Mayor Gonnelli commented that the 30% was spent on something that the towns do not control; however, he took it as the 30% remained in the town. He felt that most of the Mayors took it that way also. He concluded by thanking President Prieto and said he would wait to see the numbers.

Member Frenzel addressed Mr. Hess saying this was a welcome effort. He noted that EZ-Ride was prominent in the District and he hoped their data base and experiences would be of benefit to them. He said that they looked forward to sharing any information they had concerning ridership, routes, out-of-county, out-of-meadowlands commuter routes and said their doors were open for whatever they could assist with.

Mr. Hess thanked Member Frenzel. He said he definitely would be taking him up on his offer to assist.

Member Kirkos commented that when the Transportation Planning Board was first initiated the fee structure was deemed to be not the only source of funds. He noted that

back then the fee structure was aimed at making sure the local fees by developers and land use that were generated in the District were kept and focused in the District. He said that some of the candidate projects that would be developed are going to need to be larger planning and that the fee structure of development fees would not generate enough revenue to do some of the big multi-modal and larger projects. He stated that the effort needed to continue to be a combination of what can be done locally and what can be done regionally and the plan needed to project that so that DOT and NJ Transit and other sister agencies that have an effect on overall regional transportation infrastructure are part of this.

Mr. Hess thanked Member Kirkos and said his statement encapsulated the approach very well.

Chairman Thompson thanked Mr. Hess and Ms. Moini and said this was going to be an exciting endeavor.

IV. PUBLI PARTICIPATION RESOLUTIONS - None

V. RESOLUTIONS

Resolution 2021-1 Consideration of a Resolution Authorizing the Adoption of Amended Meadowlands Transportation Planning Board By-Laws

Mr. Levy advised that Resolution 2021-1 was more of an administration matter. He stated that the existing by-laws were developed under a prior version of the statute and that this was a cleanup from the prior version and an attempt to streamline the organization to better reflect the nature and duties of the Board under the current version of the statute. He said that the proposed by-laws were distributed to and reviewed by the Board prior to the meeting, and through this Resolution, the Board intended to adopt it effectively immediately.

Upon motion by Member Kirkos and second by Member Frenzel, followed by all in favor, Resolution 2021-1 was approved unanimously by a vote of 5-0.

VI. PUBLIC PARTICIPATION - None

VII. ADJOURNMENT

With no further business, motion was made to adjourn by Member Kirkos and second by Member Frenzel, followed by all in favor.

Chairman Thompson thanked everyone for participating in the first of a series of meetings and he welcomed any and all comments as this project moved forward.

Meeting adjourned at 10:50 a.m.

I certify that on information and belief this is a true and accurate transcript of the Minutes of the Regular Session of the Meadowlands Transportation Planning Board Remote Board Meeting held on January 20, 2021.



Vincent Prieto
Secretary

January 20, 2021

Commissioner	Roll Call	2021-1
Thompson, Chairman	P	Y
Russo	P	Y
Frenzel	P	Y
Gonnelli	P	Y
Kirkos	P	Y

P - Present A - Abstain
-- Absent R = Recuse
Y = Affirmative N = Negative