

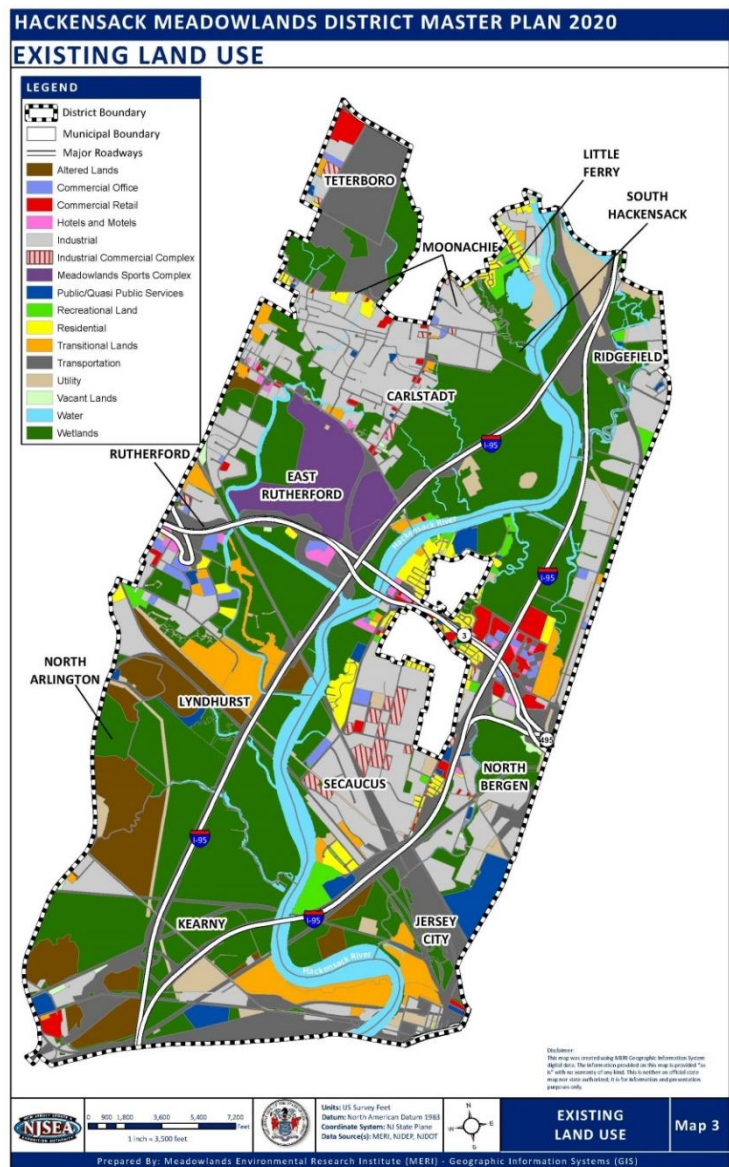
MEADOWLANDS DISTRICT TRANSPORTATION PLAN (MDTP)

Introduction

Responding to rapid development growth, the Hackensack Meadowlands Transportation Planning Act (Act) of June 2005 established a Transportation Planning District within the Hackensack Meadowlands District (District). Administration of the District's program is the responsibility of the New Jersey Sports and Exposition Authority (NJSEA), which is the regional planning authority for the 30.4-square-mile Hackensack Meadowlands District through its consolidation with the former New Jersey Meadowlands Commission (NJMC) in 2015. The District includes parts of 14 towns in Bergen and Hudson counties, as illustrated in the following figure.

As noted in the updated Hackensack Meadowlands Transportation Planning District Act of 2015, the NJSEA and the Meadowlands Transportation Planning Board shall oversee the development of a district-wide transportation plan through a consultative planning process that relies upon the participation of both public and private sector interests. A key aspect of the Act is to permit the assessment of fees on future development to ensure adequate transportation infrastructure is in place to accommodate the vehicular and pedestrian traffic caused by future development. The Act requires the creation and identification of strategies to improve regional comprehensive planning, to encourage transportation-efficient land uses, to reduce automobile dependency, to improve pedestrian and bicyclist safety, and to encourage alternatives to peak-hour automobile trips.

The first, and current, Meadowlands District Transportation Plan (MDTP) was adopted in 2007. The Plan's objective is to identify District transportation needs, recommend specific improvements, and estimate costs of improvements until 2030. To further the District's needs, the NJSEA has begun a process to update the MDTP through 2045, seeking the input of District stakeholders.



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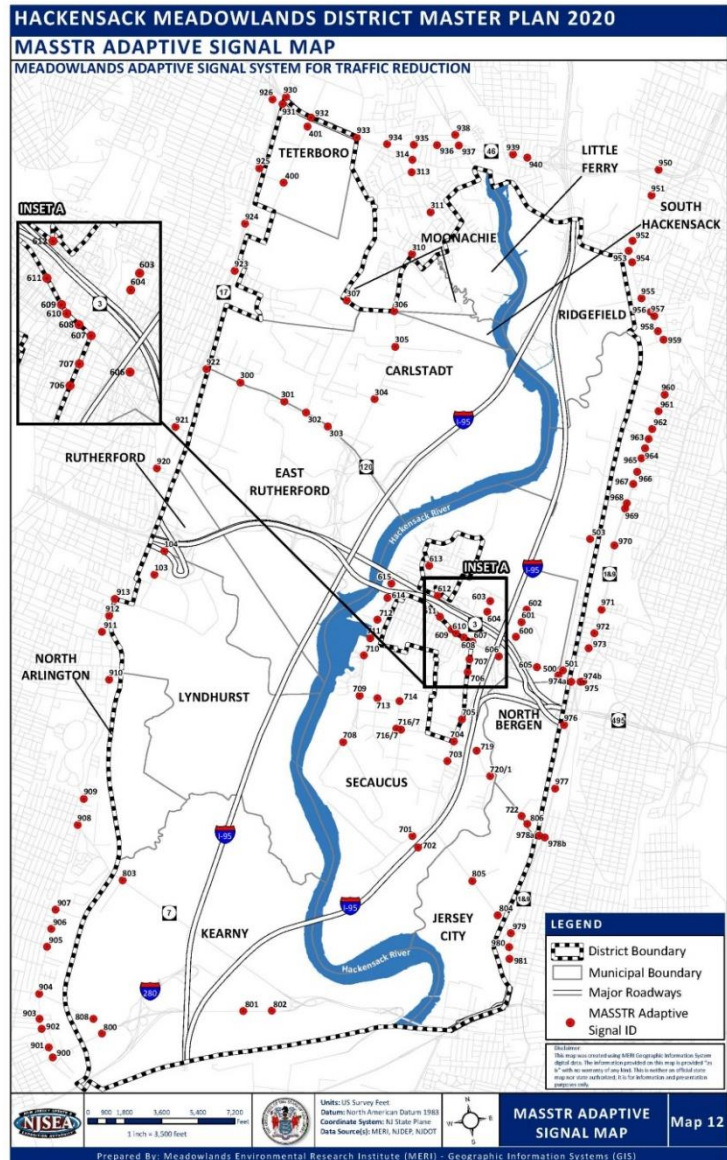
Program History

The Act allows for the assessment of fees on future development to ensure that adequate transportation infrastructure is put into place to accommodate the vehicular and pedestrian traffic caused by future development. Since 2008, the Meadowlands Transportation Planning District (MTPD) program has received more than \$22 million in fees/revenues, or approximately \$2 million per year.

During the same timeframe, the Transportation Planning District (TPD) Fund has expended more than \$16 million to fund various multi-modal transportation improvement projects. These improvement projects are funded through the following means:

A. NJSEA-funded projects: Within this category, NJSEA has designed, constructed, operated, and maintained projects using in-house resources or by selecting consultants or contractors through competitive bids to perform construction or engineering services. One notable project under this category was the Meadowlands Adaptive Signal System for Traffic Reduction (MASSTR), which incorporated 125 traffic signals in the Meadowlands region into a self-adaptive network to adjust signal timings based on traffic flow, rather than utilizing fixed or actuated timings. Traffic conditions and signal operations are monitored and controlled in real-time at the NJSEA Traffic Management Center. The MTPD program provided more than \$2.5 million in local matching funds to leverage a federal TIGER II grant of \$10 million to install this system, and it continues to pay about \$1 million annually to operate and maintain this system.

B. Municipal project reimbursement: Within this category, NJSEA has provided funds for municipally-sponsored transportation improvements. One notable project under this category is Secaucus Greenway project, a dedicated two-way bike lane along Meadowland Parkway, which was built by the Township of Secaucus using funding reimbursed from the TPD Fund.



In accordance with the Act at N.J.S.A. 5:10A-74, "At least 30% of any development fees collected in accordance with this section shall be used for transportation related projects within the municipality where the development, for which a particular fee was collected, is located." This provision includes funding of NJSEA-sponsored transportation projects within constituent municipalities under item A and direct reimbursements for municipal projects under item B. This funding is tracked and maintained under the MTPD program. Note that credits for developer-constructed transportation improvements are not reflected in the development fees collected as they are already deducted from the assessed TMAN fee.

MDTP 2045

The objective of the MDTP 2045 endeavor is to update the existing MDTP 2030, adopted in 2007, to year 2045. The update will evaluate the District's transportation needs, incorporating the recent growth and transportation improvement projects in the District within the past twelve years. The update will review the candidate transportation improvements recommended in the MDTP 2030, and develop recommendations for new undertakings to address existing transportation needs and support future District development to the year 2045.

The following figure illustrates the tasks required to perform this update, including incorporating future development in the region into a transportation model, defining sustainable strategies and projects to provide efficient and safe travel throughout the District that can be funded by fees developed with reasonable formulas.

