



## KATHRYN A. DeFILLIPPO, CHAIR

### Board Meeting Minutes

January 10, 2022

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#### A. Open Public Meetings Act Compliance

Chair Kathy DeFillippo, Morris County, called the meeting to order at 10:30 a.m. Beverly Morris reported that, in accordance with the Open Public Meetings Act, Chapter 231, P.L.1975, adequate notice of this meeting had been 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*.

#### B. Roll Call

Beverly Morris called the roll. Nineteen voting members were present. (Attachment 1)

#### C. Approval of Minutes

A motion to approve the minutes of the November 8, 2021 meeting was made by Ocean County, seconded by Monmouth County, and carried with 18 affirmative votes. Hunterdon County abstained.

#### D. Chair's Remarks

Chair DeFillippo welcomed Hunterdon County Commissioner Susan Soloway, who will be representing the county on the Board; Commissioner Matt Holt, who will be serving as the alternate trustee representing Hunterdon County; and Commissioner Pat Lepore, who will serve as the alternate trustee representing Passaic County.

The Chair noted the end of her two-year term as NJTPA Chair. She expressed pride in all that the NJTPA was able to accomplish during her time as Chair despite the challenges of the COVID pandemic, especially the shift to virtual operations for NJTPA staff and online Board and Committee meetings. Chair DeFillippo thanked her fellow Board members and the NJTPA staff for all they accomplished during a very difficult time. She said the NJTPA's work was completed on time and as planned, including several major projects, particularly the completion of Plan 2050, the TIP, and the Air Quality Conformity Determination for both documents.

The Chair said the NJTPA learned how important virtual public outreach is for accessibility. By removing location barriers, more people participated in projects and programs, and a hybrid approach is essential to reaching as many people as possible.

Chair DeFillippo said the NJTPA has continued to play a key role in planning the region's transportation system, funding projects, and serving as a forum for regional discussions about critical transportation issues, a role that is even more important with the passage of the federal Infrastructure Investment and Jobs Act (IIJA), which introduces new programs and will bring billions in funding for critical projects and programs in the region, such as the Highway Safety Program, Congestion Mitigation and Air Quality, and Transportation Alternatives. There are also two new formula programs aimed at addressing climate change, and 11 new discretionary grant programs ranging from freight and bridge investments, to vehicle charging and alternative fuels, pedestrian safety, green infrastructure, and active transportation. The Chair noted that the priorities of the NJTPA's Plan 2050 align well with the new infrastructure bill.

The Chair said she is very pleased that her time as Chair is ending with a strong, bipartisan, federal infrastructure bill in place, and one of the things she appreciates most is that the NJTPA Board works in a truly bipartisan, or even non-partisan way, despite the nation's often hyper-partisan climate. She said politics rarely drives the Board's decisions, and members understand that improvements made anywhere in the region benefit all.

Chair DeFillippo noted that 2022 will be her last year as a County Commissioner and she will continue to represent Morris County on the NJTPA Board during that time. She said she looks forward to seeing the Morris Canal Greenway project advance, connecting small segments in her hometown of Roxbury with other trails across six counties to create a trail network to be enjoyed by residents and tourists alike. She said the Greenway will provide recreation and help boost local economies while providing critical transportation links for people who want to walk and bike between communities.

The Chair said she looks forward to the continued success of the Street Smart NJ pedestrian safety program, which hit a major milestone during her tenure as chair, surpassing 200 partner communities. She said the campaign is needed more than ever, as the region has seen a spike in pedestrian and cyclist fatalities this year, and increased enforcement and education, coupled with infrastructure improvements through programs like the Local Safety Program can help the region get back on track with reducing fatal crashes and achieving the goal of zero traffic deaths.

Chair DeFillippo said, while the new infrastructure bill means more funding for the region, there is still much more work to do to advance critical projects, including the new Hudson Tunnel and other aspects of the Gateway Program. She said, although the tunnel has received federal approval for construction, the project still needs a higher financial rating from the Federal Transit Administration before it can receive federal funds. The tunnel, along with the Portal Bridge project, which will receive additional funding through an action item later in the meeting, represent major progress on improving trans-Hudson transit, a top priority of the NJTPA, as outlined in Plan 2050. She said, as representatives of counties and cities, the NJTPA must push for projects that are important to constituents and continue to address major regional issues collectively.

Jeremy Colangelo-Bryan, NJ TRANSIT, expressed appreciation for the Board's ongoing work to advance the Gateway Program.

## **E. Executive Director's Report**

NJTPA Executive Director Mary D. Ameen thanked Chair DeFillippo for her inspired leadership over the past two years guiding the agency through difficult times and enabling it to fulfill all federal requirements while building organizational effectiveness and growth.

Ms. Ameen said the NJTPA will draw on the lessons learned from the challenges of the past two years and has demonstrated that it can continue its vital work despite continuing challenges from the pandemic. She noted that, although Central Staff returned to the office full-time on November 29, they continue to coordinate with the Governor's Authorities Unit and host agency New Jersey Institute of Technology (NJIT) on remote and hybrid work as needed. Until further notice, Board and Committee meetings will continue in a virtual format, which has worked well.

Ms. Ameen announced that the American Planning Association New Jersey Chapter awarded an Outstanding Community Engagement Award for the NJTPA's "On Air," a multimedia youth contest. She said this activity was part of the NJTPA's specialized outreach with the Voorhees Transportation Center (VTC) at Rutgers to gather input for Plan 2050 from traditionally underrepresented populations. More than 150 children and teens shared their visions for the future of transportation in the region. Ms. Ameen congratulated Aimee Jefferson, a principal planner in the NJTPA Local Project Development Group, who received the Emerging Planner Award.

Ms. Ameen highlighted some Central Staff activities since the last Board meeting. She said Staff finalized a draft of the Unified Planning Work Program (UPWP), which guides the transportation planning activities of the NJTPA, its member agencies, and the Transportation Management Associations. The FY 2023 UPWP will go into effect July 1, 2022. The document was posted to the NJTPA website in December and presentations were made at the last round of Committee meetings, including highlights of some new initiatives for the coming year. The final draft will be presented to the Committees in February and to the full Board for adoption in March.

Ms. Ameen said many activities in the upcoming UPWP are oriented towards implementing Plan 2050, which the Board approved in September. That includes developing an active transportation plan, supporting new studies and local projects in the subregions, and using performance-based planning to help achieve greater sustainability, resilience, and equity. She said much of the work program also creates a foundation for taking advantage of the IIJA, which provides many opportunities for improving regional infrastructure, including construction of the long-sought new trans-Hudson rail tunnels. The legislation also calls on Metropolitan Planning Organizations (MPOs) to take an active role in coordinating many new funding and grant programs, including those involving climate change, safety, and freight.

Ms. Ameen said that, at the December 3 meeting of the Metropolitan Area Planning (MAP) Forum, which includes representatives from MPOs throughout New York, New Jersey,

Pennsylvania, and Connecticut, members heard a detailed briefing on the new federal legislation from Erich Zimmerman of the National Association of Regional Councils (NARC).

Ms. Ameen reported that a project the NJTPA is involved in was selected as a finalist for the federally funded \$1 billion Build Back Better Regional Challenge. She explained that the U.S Economic Development Administration awarded \$500,000 to a coalition consisting of the City of Newark, NJIT, the City of Elizabeth, the Port Authority of New York & New Jersey, the New Jersey Economic Development Authority, Rutgers University, and the NJTPA to further develop a proposal for a Greater Newark Smart Port Regional Growth Cluster. The focus will be on creating jobs and development around port facilities in Newark and Elizabeth. In March, the coalition will submit its proposal to compete for up to \$100 million in funding.

Ms. Ameen said the NJTPA is also busy with its own competitive programs, and February is the deadline for municipalities to submit applications for grants under the third round of the Complete Streets Technical Assistance Program, which is conducted with support from Sustainable Jersey and the VTC. Also, the NJTPA opened a solicitation for a new round of funding for Local Safety and High Risk Rural Roads projects.

Ms. Ameen said staff is finalizing a recommended set of new projects to submit to the Board for the Local Concept Development program.

Ms. Ameen said that the final version of Plan 2050 and its executive summary have been completed and feature a colorful layout and photos from around the region. Hard copies were mailed to the Board and subregional staff and a [flipbook](#) is available on the NJTPA website.

## **F. Presentation: Growing the Electric Vehicle Market in New Jersey**

Pamela Frank, ChargeEVC-NJ, the Electric Vehicle Coalition of New Jersey, provided an overview of the current electric vehicle (EV) market in the state. ChargeEVC-NJ is a group of stakeholders from all perspectives who provide data and analysis to elected officials seeking to implement electric vehicle initiatives for their counties and municipalities. The non-profit business partnership includes utilities, co-ops, automotive dealers, original equipment manufacturers (OEMs), technology companies, third party suppliers, labor, NGOs and community organizations. Managed by Gabel Associates, Charge EVC-NJ focuses on electrifying transportation in the state.

Ms. Frank said, initially, New Jersey had very little to offer the EV market – only a policy of tax-free purchases of EVs, a practice that still exists. Ms. Frank said in 2006, the state signed up to be a clean car state under the Clean Air Act and adopted California’s Advanced Clean Truck Rules in December 2020. Also in 2020, Gov. Murphy signed a “market leading law” that included setting goals for electrifying 330,000 registered light duty cars on the roads by 2025. Also, funding from the new IIJA will enable the state to introduce more incentives for EV use such as providing more electric charging infrastructure and attracting more commitments from OEMs to support the EV market with a wider selection of products. She noted that battery electric vehicles are fast overtaking the market for hybrid vehicles.

Ms. Frank said counties should be prepared to quickly take full advantage of any state and federal incentives that come to the market, and they can prepare for the transition by performing vehicle inventories to get a solid understanding of their options, thinking about charging infrastructure to support fleet vehicles they can acquire in the near and longer term, and being mindful of “duty cycles” (how vehicles are used in terms of miles per day and required times of operations) to better plan their charging infrastructure.

## **G. Committee Reports/Action Items**

### **Project Prioritization – Commissioner John W. Bartlett, Chair**

Commissioner Bartlett reported that, at the December joint meeting, the Committee considered three action items, two of which were on the agenda. First, the Committee approved a minor amendment to the current TIP to add federal funds to the Portal North Bridge Project, as requested by NJ TRANSIT. He said the project has received \$77.8 million in federal funding through the American Rescue Plan Act, and this additional funding will support design, engineering, construction, and other project elements. He noted that the NJTPA has long made construction of a new Portal Bridge a top priority, as outlined in Plan 2050.

Commissioner Bartlett said the Committee also approved a minor amendment to the current TIP to add the Ferry Slip Reconstruction at the Central Railroad Terminal State Historic Site – Phase I, as requested by the New Jersey Department of Environmental Protection. However, after the meeting, staff was informed that this action is still under review by the Federal Transit Administration, and as a result, this item was tabled and is expected to be taken up at a future Board meeting.

The Commissioner said the third item considered by the Committee was approval of the Financial Plan Update for the Replacement of Bridge S-32 on County Route 520 (Rumson Road) over the Shrewsbury River. He explained that financial plans are required for major projects with total costs from \$100 million to \$500 million in federal funding. This financial plan update reflects an increase of \$16 million, which is mainly due to updated construction-related costs. The Commissioner said the Committee approved the financial plan update, and no further action was needed.

Commissioner Bartlett said that, at the meeting, staff informed the Committee that updates to the NOTIS project tracking system and revisions to the TIP project prioritization criteria will be included in the 2023 Unified Planning Work Program.

### **Action Item: Minor Amendment to the FY 2022-2025 Transportation Improvement Program to Add Federal Funds for the Portal North Bridge as Requested by NJ TRANSIT (Attachment 2)**

A motion to approve the resolution was made by NJ TRANSIT, seconded by Ocean County, and carried unanimously.

### **Planning and Economic Development – Commissioner John P. Kelly, Chair**

Commissioner Kelly reported that, at the December joint committee meeting, the Committee heard a presentation on the Essex-Hudson Greenway project, which will create a nine-mile greenway across eight communities from Montclair to Jersey City. He said Dene Lee of the Open Space Institute, a regional land trust and conservation organization, briefed the Committee on the initial phase of the project, which involves the state purchasing an unused rail line from Norfolk Southern and the development of visual materials, such as renderings and maps, designed for engaging the public in the vision for the greenway. Partners in the effort include NJ TRANSIT, the New Jersey Department of Environmental Protection, the Governor's office, the New Jersey Bike & Walk Coalition, and the 911 National Memorial Trail. The Commissioner said Ms. Lee pointed out that the project represents more than just added recreational opportunities; it will allow new bike commuting options in the densest part of the region. He noted that it is very much in keeping with the goals for encouraging active transportation in Plan 2050.

### **Freight Initiatives – Commissioner Charles Kenny, Chair**

Commissioner Kenny reported that the Committee heard its third annual New Jersey industrial real estate market update at their December meeting. He said the first speaker was Bill Waxman, Vice Chairman of Cushman & Wakefield, who said that after rebounding from the pandemic a year ago, the market for industrial space has continued to accelerate, much of it driven by the increase in e-commerce. Mr. Waxman noted that rents have reached record levels — up to \$26 per square foot in the Meadowlands and \$40 in New York City.

The Commissioner said the next speaker, Jesse Harty, New Jersey/New York Market Officer at Prologis, said that with the higher demand, vacancy rates are at 2 percent or less. Mr. Harty noted that, in Central Jersey, the area around the Turnpike's Exit 8A is essentially full, so industrial developers are seeking space to the south and west and knocking down or converting office buildings and retail spaces for industrial use. Mr. Harty also noted that multi-story industrial developments are finding success in New York City's boroughs.

Commissioner Kenny said, in terms of addressing labor shortages, Mr. Harty said his company is working with community workforce programs in Newark and elsewhere to help train residents for jobs in transportation, logistics, and distribution. Mr. Harty also noted that sustainability has become a priority with a growing number of buildings incorporating rooftop solar panels.

The Commissioner said the third speaker, David Aschenbrand, Vice President, Cold Storage at Bridge Development, said that, even as the nation addresses infrastructure needs, the next logistics bottleneck could likely be cold storage facilities, especially around major metropolitan areas like New York-New Jersey. Mr. Aschenbrand said many of these facilities have up to two-week waits for space, affecting groceries, produce, prepared meals, and other items.

Commissioner Kenny said the next speaker, Jeff Milanaik, a partner at Bridge Industrial, said the accelerated industrial property market is forcing developers to look at old industrial legacy sites, many of which are brownfields that require cleanup of heavy contamination, soil stabilization, and other measures. Mr. Milanaik noted that such sites are often located in depressed communities with high unemployment, and in these cases, the challenge is in developing credibility with the communities and demonstrating the ability to deliver projects and create jobs. The presentations were followed by a brief panel discussion.

## **H) Public Participation**

Neile Weissman, Complete George, said 23 cyclists died on New Jersey roads last year compared to 18 across New York City, which has significantly higher mode share, indicating that riding a bike is more dangerous in New Jersey. He noted that eight of the 23 crashes occurred in North Jersey, seven occurred on weekdays between 11:00 a.m. and 4:00 p.m. and one was along Route I-78, indicating they may not have been recreational trips. Mr. Weissman said he learned from Google Maps that seven of the roads on which the crashes occurred had no cycling treatments, and the eighth, Route 71 in Asbury Park, is an unbuffered bike lane that exposes cyclists to “dooring.” He said data indicated that cycling infrastructure in New Jersey compares unfavorably to that of Europe with its extensive bike infrastructure. He encouraged the use of more data collection and analysis to inform the enhancement of cycling safety in New Jersey.

James Lee, Safe Streets Jersey City, thanked Chair DeFillippo for her comments about pedestrian safety. He said the planned \$5 billion expansion of Route I-78 from Newark to Jersey City, two of the most densely populated areas in the state, poses significant increases in air pollution from trucks and cars, especially affecting numerous children who already suffer from asthma. He noted that one in four of Newark’s children suffers from this lung disease and one in 10 in Hudson County, where most cases occur in Jersey City. Mr. Lee said the overall air quality in Hudson County has received an “F” from the American Lung Association, and over 17,000 New Jerseyans die per year because of air pollution. Mr. Lee said New Jersey’s Environmental Justice law means that overburdened communities should not be exposed to additional pollution without mitigation, and the NJTPA’s gathering of multiple modalities can help provide alternatives to yet another highway widening project. He said expanding the highway in an era of climate change is irresponsible, and he urged all parties involved to focus on high-capacity improvements to mass transit, such as extending the Hudson Bergen Light Rail system to Newark, and better utilizing freight rail assets.

Jared Rodriguez, Citizens’ Representative, agreed with Mr. Lee’s comments. He said his primary concern is diesel combustion. Mr. Rodriguez said, to improve air quality and reach climate goals, the state needs an accelerated plan to phase out diesel combustion used by railroads, trucking and freight, and public transportation.

## **I) Report of Nominating Committee and Election**

Chair DeFillippo said the Nominating Committee consisted of Hudson County Executive Tom DeGise; Commissioner Tom Arnone, Monmouth County; and the Chair herself. She said, after

discussion and by unanimous decision, the Committee recommended the following slate of officers for the Executive Committee of the NJTPA Board of Trustees for the 2022-2023 term:

Chair.....	Commissioner John Bartlett, Passaic County
First Vice Chair.....	Commissioner John Kelly, Ocean County
Second Vice Chair .....	Commissioner Charles Kenny, Middlesex County
Secretary .....	Commissioner Bette Jane Kowalski, Union County

There were no additional nominations, and the nominees accepted.

A motion to elect the slate of officers was made by Monmouth County, seconded by the Citizens' Representative and carried unanimously.

Chair DeFillippo congratulated Chair Bartlett and turned the meeting over to him. He thanked her for her extraordinary leadership during the challenging past two years.

Chair Bartlett said, in accordance with the NJTPA bylaws, the new Chair appoints the Third Vice Chair and he appointed Commissioner Jason Sarnoski, Warren County, who accepted the appointment and thanked him for the honor.

The Chair said he is honored that the Board entrusted him with the position, and he is eager to continue the great work of the NJTPA and follow in the footsteps of former Chairs DeFillippo, Angel Estrada, Matt Holt, Tom DeGise and all the prior Chairs who served the NJTPA so well. He said the challenges are many, but he is certain that the NJTPA is up to the task, and he looks forward to working with all his friends on the Board, the NJTPA staff, and all the residents of the region to improve transportation and quality of life. Chair Bartlett said he plans to share more about his vision for the agency over the next two years at the next Board meeting.

After a video highlighting Chair DeFillippo's accomplishments, Chair Bartlett read from a commemorative plaque in recognition of her dedicated service to the people of the region, to staff, and to her peers.

Commissioner Kelly thanked her for doing a good job leading the agency through difficult times.

Commissioner Sarnoski said, as a "wartime" leader, Chair DeFillippo has always been an open and responsive person, and he thanked her for her attention to a local challenge faced by Warren County together with constituents from Pennsylvania. He said he looks forward to continuing to work with her, and her service is greatly appreciated. He congratulated Chair Bartlett and noted the Board's balance and lack of concern with partisan politics as they serve the region.

Commissioner Kowalski thanked Chair DeFillippo for her great work during a very challenging period and expressed appreciation for her work with the Freight Initiatives Committee. The Commissioner also thanked Ms. Ameen and Central Staff for their outstanding work in the face the difficulties of the last two years.



Ms. Ameen, on behalf of Central Staff, thanked Chair DeFillippo for her leadership, and she congratulated the new Executive Committee.

Chair DeFillippo said that over the past two years she observed the remarkable way in which staff switched to remote work overnight and continued to do the NJTPA's business, while being attentive to the Board member's many county and city responsibilities when they need their time. She said all the trustees have been great to work with, and she cannot thank them enough. Chair DeFillippo noted that Chair Bartlett faces a challenging time ahead working with the new infrastructure bill, and she looks forward to working with him and the rest of the Board

**J) Time and Place of Next Meeting**

Chair Bartlett announced that the next virtual meeting of the NJTPA will be held on Monday, March 14, 2022, at 10:30 a.m.

**K) Adjournment**

At 12:10 p.m., motion to adjourn was made by Morris County, seconded by Ocean County and carried unanimously.

## Attachment 1

**NORTH JERSEY TRANSPORTATION PLANNING AUTHORITY, INC.**  
**Meeting of the Board of Trustees**  
**Attendance Record: January 10, 2022**

<b>Subregion/Agency</b>	<b>Voting Members/Alternates</b>	<b>Staff &amp; Others</b>
Bergen County	Peter Botsolas	Joseph Baladi
Essex County	David Antonio	
Hudson County	Byron Nicholas	Tom Malavasi
Hunterdon County	Hon. Susan Soloway	Carrie Fellows
Jersey City		Elias Guseman
Middlesex County	Hon. Charles Kenny Doug Greenfeld	Solomon Caviness Mike Dannemiller
Monmouth County	Teri O'Connor	Joseph Ettore Inkyung Englehart Shilpa Bhojappa
Morris County	Hon. Kathy DeFillippo John Hayes	Dede Murray
Newark	Phillip Scott	Trevor Howard
Ocean County	Hon. John Kelly John Ernst	
Passaic County	Hon. John Bartlett	Michael Lysicatos Andras Holzmann Sal Presti
Somerset County	Hon. Sara Sooy Walt Lane	Ken Wedeen
Sussex County	Hon. Chris Carney Tom Drabic	
Union County	Hon. Bette Jane Kowalski	Liza Betz
Warren County	Hon. Jason Sarnoski David Dech	
Governor's Office	Jeffry Nielsen	
NJDOT	Mike Russo	Sudhir Joshi
NJ TRANSIT	Jeremy Colangelo-Bryan	Lou Millan
Port Authority of NY & NJ	Jay Shuffield	
Citizen's Representative	Jared Rodriguez	

<b>Other Attendees</b>	
David Aschenbrand	Bridge Development
Linda Digiovanni	CCAPLID
Mohammed N. Nasim	CCAPMNN

Pamela Frank	ChargeEVC-NJ
Neile Weissman	Complete George
Jack Kanarek	Dewberry
Sutapa Bandyopadhyay	Federal Highway Administration
Raymond Tomczak	Federal Transit Administration
Tara Shepherd	goHunterdon TMA
Robert Werkmeister	GPI
Gina Zamiskie	HNTB
Anthony Durante	M Baker Intl.
Bakari Lee, Esq.	McManimon, Scotland & Baumann, LLC
Ali Rezvani	Moffatt & Nichol
Various members of Central Staff	NJTPA
Thomas Mann	North Star Strategies
Vichika Iragavarapu	STV Inc.
Andrew Lappitt	
Anthony Borelli	
Johan Andrade	
Matthew Graham	
Chris Markley	
Chris Wichman	
Charles Burton	
Marjoly Mascarenhas	
James Lee	
Jasmine Grossman	
Emmanuelle Morgen	

**DRAFT RESOLUTION: MINOR AMENDMENT TO THE FY 2022 – 2025  
TRANSPORTATION IMPROVEMENT PROGRAM TO  
ADD FEDERAL FUNDS TO THE PORTAL NORTH  
BRIDGE AS REQUESTED BY NJ TRANSIT**

**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 2022 – 2025 Transportation Improvement Program (TIP) on September 13, 2021; 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 above the specified threshold and a new air quality conformity determination is not required this constitutes a minor amendment; and

**WHEREAS**, NJ TRANSIT is requesting the addition of federal funding to the Portal North Bridge (DB# T538) project to be programmed with FY 2021 American Rescue Plan Act (Section 5309) funds; and

**WHEREAS**, this minor amendment is exempt from an air quality conformity determination and does not impact the current conformity determination; and

**WHEREAS**, Congestion Management Process requirements do not apply to this action; and

**WHEREAS**, the FY 2022 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 these actions; 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 2022 – 2025 Transportation Improvement Program.

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