



Kathryn A. DeFillippo, Chair  
Mary D. Ameen, Executive Director

## KATHRYN A. DeFILLIPPO, CHAIR

### Board Meeting Minutes

May 11, 2020

---

#### A. Open Public Meetings Act Compliance

Chair Kathy DeFillippo, Morris County Freeholder, called the online 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

Ms. Morris called the roll. Eighteen voting members were present. (Attachment 1).

#### C. Approval of Minutes

A motion to approve the minutes of the March 9, 2020 meeting was made by Ocean County, seconded by Union County and carried unanimously.

#### D. Chairman's Remarks

Chair DeFillippo noted that COVID-19 has brought tragedy to families across the region and shaken the economy, threatening the lives and livelihoods of many. She took a moment to remember Councilman Michael Yun, who represented Jersey City on the NJTPA Board as an alternate trustee for several years. He passed away in April due to complications from COVID-19.

The Chair said many are finding new ways to work remotely to prevent the spread of the contagion, but many others have been called to do much more. She paid tribute to those on the front lines, including health care professionals and other essential workers in both the public and private sectors who step out of the safety of their homes every day to provide a vast array of services and access to essential supplies.

Chair DeFillippo said the NJTPA has successfully continued its operations with staff working remotely, in keeping with the directives of the Governor and NJIT, the NJTPA's host agency. She said, while not on the front lines, the NJTPA has a role in keeping the transportation systems

functioning, which includes seeing that the region remains eligible to receive federal funding by maintaining the Transportation Improvement Program (TIP), preparing a long range plan, and monitoring regional air quality, among other mandates.

The Chair said the NJTPA is also helping the subregions to address key transportation needs that will become even more important as the region opens-up and road and rail travel play a major role in supporting economic recovery. She noted that the Board may have a role to play in approving transportation funding under future federal stimulus bills. Also, over the longer term, the NJTPA must consider how its plans and programs can help the region bounce back and adapt to the new realities of public health.

Chair DeFillippo encouraged all Board members to participate in a virtual retreat scheduled for June 5. She said the conversation will help lay the foundation for the 2050 plan as the NJTPA looks to build a better, safer, and healthier transportation future.

The Chair opened the floor to comments from Board members. Mike, Russo, NJDOT, wished everyone well and thanked the NJTPA for providing the virtual environment for meetings. Jeremy Colangelo-Bryan, NJ TRANSIT, echoed Mr. Russo's remarks and thanked the NJTPA for continuing to work with NJ TRANSIT as they work to move projects forward and consider a variety of potential responses to changing conditions. He said grappling with the impacts of the pandemic will make that partnership even more important going forward. Steve Brown, Port Authority of New York & New Jersey, said the agency values its partnership with fellow members

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

NJTPA Executive Director Mary D. Ameen, said NJTPA staff has been working remotely since mid-March, and during this time they have been able to maintain close connection with NJIT and subregional, state, and federal partners. She said projects and programs can advance with as few disruptions as possible. Also, the NJTPA is moving its public engagement activities online.

Ms. Ameen said it is difficult to determine the long-term impact social distancing will have on travel behavior and land use patterns, but as a planning organization the NJTPA will look at the early trends, analyze the data, and think about how it will all affect the future of mobility.

Ms. Ameen said the NJTPA recently engaged consultant McCormick Taylor, with support from Mercer Planning Associates, to oversee public outreach for the long range transportation plan update, and they will assist with the June virtual Board retreat. Ms. Ameen said the pandemic has forced a delay of in-person events for the plan, but it is early enough in the process that visits to each subregion can be conducted over the course of plan outreach. Also, staff is working with several subregions to assist in the transition to virtual public engagement for studies that are underway. Ms. Ameen said the NJTPA recently participated in a moderated discussion on Virtual Public Involvement hosted by the State Transportation Innovation Council and assembled a document on Virtual Public Engagement Best Practices, which is available on the NJTPA website.

Ms. Ameen shared some information about the Metropolitan Area Planning Forum or MAP Forum. It is a consortium of MPOs and Councils of Government from New Jersey, New York, Connecticut, and Pennsylvania, which coordinate some of their planning work under a memorandum of understanding issued in 2008. This MOU has enabled the MAP Forum members to work collaboratively on issues such as data exchange, information sharing on regional projects and other transportation efforts common among them. Ms. Ameen noted that the NJTPA is developing a cloud-based GIS platform that will better allow forum members to work together. The tool is being tested and will be used to address the ongoing issue of truck parking availability, which has proven to be a challenge during the early days of the pandemic.

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

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

Freeholder Bartlett said that, at the April joint meeting that was held online via GoToMeeting, the Committee recommended approval of four action items. The first concerns a minor amendment to the FY 2020 to 2023 TIP, to add the Downtown Toms River Loop Road Project in Ocean County. This project received a federal BUILD grant of \$5.66 million and must be added to the TIP. The project will first undergo a Concept Development study led by Ocean County to produce a Preliminary Preferred Alternative.

The Freeholder said the Committee next considered a minor amendment to the current TIP to add the Laurel Avenue, NJ TRANSIT North Jersey Coast Line Bridge Project in Monmouth County. This project will be ready for Concept Development this Spring and needs to be amended into the TIP. NJDOT has agreed to make \$800,000 in Fiscal Year 2020 Surface Transportation Block Grant Program–FLEX funds available for this purpose.

Freeholder Bartlett said the third action item is a minor amendment to add funding to a project already in the TIP – the Rumson Road Over the Shrewsbury River Project in Monmouth County. Revised cost estimates show that an additional \$10.9 million in Surface Transportation Block Grant Program funding is needed in Fiscal Year 2020, and an additional \$20.1 million will be needed in 2021. The funds are available in the NJTPA Future Projects line item.

The Freeholder said the fourth action item was a minor amendment to add the Riverbank Park Bike Trail Project, as requested by the Town of Kearny. This project has completed the Design phase and needs to be added to the TIP to begin construction. Through a funding agreement with the State, the NJTPA has made \$1.82 million in Fiscal Year 2020 funds available for the project. He noted that the Committee will convene for a special teleconference on May 12 to approve funds needed for a rockfall mitigation project in Hunterdon County.

### **Action Item 1: Minor Amendment to the FY 2020 – 2023 Transportation Improvement Program to Add the Downtown Toms River Loop Road Project in Ocean County (Attachment 2)**

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

**Action Item 2: Minor Amendment to the FY 2020 – 2023 Transportation Improvement Program to Add the Laurel Avenue, NJ TRANSIT North Jersey Coast Line Bridge Project in Monmouth County (Attachment 3)**

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

**Action Item 3: Minor Amendment to the FY 2020 – 2023 Transportation Improvement Program to Add Federal Funds to the Rumson Road Over the Shrewsbury River (CR 520) Project (Attachment 4)**

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

**Action Item 4: Minor Amendment to the FY 2020 – 2023 Transportation Improvement Program to Add the Riverbank Park Bike Trail Project as Requested by the Town of Kearny (Attachment 5)**

A motion to approve the resolution was made by Hudson County, seconded by Jersey City and carried unanimously.

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

Freeholder Kelly reported that at the joint meeting in April, Mark Jehnke, Ocean County, Chair of the Regional Transportation Advisory Committee (RTAC), informed members about the committee's April meeting, which included a wide-ranging discussion about the impacts of the COVID-19 pandemic on long-range planning. The Freeholder said that work was already well underway on the NJTPA's next long-range plan when the pandemic hit, and many of the "game changers" that were considered in the previous long-range plan—climate change, autonomous vehicles, and the rise of online commerce—are still relevant today, but the pandemic has shifted the planning perspective.

The Freeholder said that, during the RTAC discussion, some thought-provoking questions were raised: Will the increase in telework continue? How will shifts in commuting affect public transportation and downtowns? Will there be reduced demand for office space? Is it possible to maintain some of the positive environmental impacts, such as cleaner air, after the pandemic ends? What implications are there for transportation equity and connecting workers with jobs? He said the next long-range plan must consider these and many other issues, and in overseeing development of the plan, the Planning and Economic Committee will play a central role in helping shape NJTPA's responses to the new challenges arising from the crisis.

**Freight Initiatives – Freeholder Charles Kenny, Chair**

Freeholder Kenny was not able to attend the meeting and give his report.

## **G) Public Participation**

Tim Sevenser, New Jersey Association of Rail Passengers, said the New Jersey Turnpike Authority's proposed capital construction plan and its associated toll hike does not address the climate change crisis and contradicts the New Jersey Energy Master Plan goals to reduce Vehicle Miles Travelled. He said the billions in funding proposed for more roadway expansion would be better spent supporting expanded passenger rail capacity powered by solar energy where possible which reduces fossil fuel vehicle emissions.

David Case, Hudson County Sierra Club, said the Hudson County Ward D community mourns the loss of Councilman Yun and many others who may have had respiratory problems prior to contracting the virus. He said the community has long endured air quality concerns caused by the Hudson Generating Station coal fired power plant, the Essex Incinerator, and three major highways, and this problem will be exacerbated by the proposed NJ TRANSIT fossil fuel powered plant in Kearney. He noted that because portions of the NJTPA region fail to meet the National Ambient Air Quality Standards, the NJTPA is required to demonstrate conformity on all plans, programs, and projects. He urged the NJTPA to advocate for more due diligence by NJ TRANSIT in considering sustainable alternatives to the fossil fuel powered plant.

NJTPA Board alternate trustees Barkha Patel, Jersey City; Jared Rodriguez, Citizens' Representative; and Byron Nicholas, Hudson County expressed interest in having a discussion with Mr. Case to get more information about the issue and the possible impacts on Hudson County and surrounding areas. Mr. Rodriguez said the cost of power for solar storage is below that of natural gas, which is proposed for the power facility, and considering recent innovations, it is probably time to rethink the plans.

## **H) Time and Place of Next Meeting**

Chair DeFillippo announced that the next meeting of the NJTPA will be held on Monday, July 13, 2020 at 10:30 a.m. If social distancing restrictions are lifted by then, the meeting will be held at the NJTPA offices at One Newark Center, Newark, NJ. If not, details for a virtual meeting will be provided.

## **I) Adjournment**

At 11:20 a.m., a motion to adjourn was made by Ocean County, seconded by Union County and carried unanimously.

## Attachment 1

**NORTH JERSEY TRANSPORTATION PLANNING AUTHORITY, INC.**  
**Meeting of the Board of Trustees**  
**Attendance Record: May 11, 2020**

<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	
Hunterdon County	Hon. Matthew Holt Hon. Zach Rich	
Jersey City	Barkha Patel	Elias Guzman
Middlesex County		Vijayant Rajvanshi
Monmouth County	Teri O'Connor	
Morris County	Hon. Kathy DeFillippo	
Newark		Terence Howard
Ocean County	Hon. John Kelly	Mark Jehnke
Passaic County	Hon. John Bartlett	
Somerset County	Hon. Sara Sooy Walt Lane	Ken Wedeen Andras Holzmann
Sussex County	Hon. Joshua Hertzberg Tom Drabic	
Union County	Hon. Angel Estrada Hon. Bette Jane Kowalski	Liza Betz
Warren County	Hon. Jason Sarnoski	
Governor's Office	Lauren LaRusso	
NJDOT	Mike Russo	Andy Swords
NJ TRANSIT	Jeremy Colangelo-Bryan	
Port Authority of NY & NJ	Steve Brown	Jay Shuffield
Citizen's Representative	Jared Rodriguez	Jeremy Farrell

<b>Other Attendees</b>	
Anna Aleynick	AECOM
James Beattie	AECOM
Robert Sobol	Brinkerhoff Environmental
Nickitas Alexiades	Dewberry
Mike Hall	Global Container Terminals
Bob Werkmiester	GPI
Sutapa Bandyopadhyay	Federal Highway Administration

David Case	Hudson County Sierra Club
Bakari Lee	McManimon, Scotland & Baumann, LLC
Magdy Hagag	Michael Baker
Christina Martinez	Mueser Rutledge Consulting Engineers
Tim Sevener	New Jersey Association of Rail Passengers
Various Members of Central Staff	NJTPA
Richard Hamm	
Cory Hopwood	
Craig Marshall	
Nagib Obaidi	
CW	

**DRAFT RESOLUTION: MINOR AMENDMENT TO THE FY 2020 – 2023  
TRANSPORTATION IMPROVEMENT PROGRAM TO ADD  
THE DOWNTOWN TOMS RIVER LOOP ROAD PROJECT  
IN OCEAN COUNTY**

**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 2020 – 2023 Transportation Improvement Program (TIP) on September 9, 2019; 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 above a specified threshold are added to a project, when federal funds are deleted from a project or when the construction phase of work is moved out of the constrained years of the TIP and a new air quality conformity determination is not required, this constitutes a minor amendment; and

**WHEREAS**, the North Jersey Transportation Planning Authority on behalf of the County of Ocean is requesting the addition of a project: Downtown Toms River Loop Road Project (DB# N2009) in Ocean County to be programmed with federal Better Utilizing Investments in Leverage Development (BUILD) 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 2020 TIP conforms to the MAP-21/FAST 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 2020 – 2023 Transportation Improvement Program.

**BE IT FURTHER RESOLVED** that a copy of this resolution is forwarded to the New Jersey Department of Transportation for submission to the Federal Highway Administration.

**DRAFT RESOLUTION: MINOR AMENDMENT TO THE FY 2020 – 2023  
TRANSPORTATION IMPROVEMENT PROGRAM TO  
ADD THE LAUREL AVENUE, NJ TRANSIT NORTH  
JERSEY COAST LINE BRIDGE PROJECT IN  
MONMOUTH COUNTY**

**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 2020 – 2023 Transportation Improvement Program (TIP) on September 9, 2019; 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 the addition of a project to the TIP or the addition of federal funds to a project where none are currently programmed, and a new air quality conformity determination is not required constitutes a minor amendment; and

**WHEREAS**, the North Jersey Transportation Planning Authority on behalf of the County of Monmouth is requesting the addition of a project: Laurel Avenue, NJ TRANSIT North Jersey Coast Line Bridge (DB# 08379), Monmouth County to be programmed with federal Surface Transportation Block Grant Program - FLEX (STBGP-FLEX) 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 2020 TIP conforms to the MAP-21/FAST 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 2020 – 2023 Transportation Improvement Program.

**BE IT FURTHER RESOLVED** that a copy of this resolution is forwarded to the New Jersey Department of Transportation for submission to the Federal Highway Administration.

**DRAFT RESOLUTION: MINOR AMENDMENT TO THE FY 2020 – 2023  
TRANSPORTATION IMPROVEMENT PROGRAM TO ADD  
FEDERAL FUNDS TO THE RUMSON ROAD OVER THE  
SHREWSBURY RIVER (CR 520) PROJECT**

**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 2020 – 2023 Transportation Improvement Program (TIP) on September 9, 2019; 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 above a specified threshold are added to a project, when federal funds are deleted from a project or when the construction phase of work is moved out of the constrained years of the TIP and a new air quality conformity determination is not required, this constitutes a minor amendment; and

**WHEREAS**, the North Jersey Transportation Planning Authority on behalf of the County of Monmouth is requesting the addition of federal Surface Transportation Block Grant Program (STBGP) funds (NY/NWK sub-allocation) to the Rumson Road over the Shrewsbury River (CR 520) project (DB# NS9706) in Monmouth County; and

**WHEREAS**, the required funds are available from the NJTPA Future Projects line item (DB# N063); 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 2020 TIP conforms to the MAP-21/FAST 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 2020 – 2023 Transportation Improvement Program.

**BE IT FURTHER RESOLVED** that a copy of this resolution is forwarded to the New Jersey Department of Transportation for submission to the Federal Highway Administration.

**DRAFT RESOLUTION:   MINOR AMENDMENT TO THE FY 2020 – 2023  
TRANSPORTATION IMPROVEMENT PROGRAM TO  
ADD THE RIVERBANK PARK BIKE TRAIL PROJECT AS  
REQUESTED BY THE TOWN OF KEARNY**

**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 2020 – 2023 Transportation Improvement Program (TIP) on September 9, 2019; 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 the addition of a project that is not listed in the current TIP and that does not require a new air quality conformity determination, constitutes a minor amendment; and

**WHEREAS**, the Town of Kearny is requesting that the Riverbank Park Bike Trail project (DB# 08440) be added to the TIP; and

**WHEREAS**, fiscal constraint is maintained because State-NJTPA funds have been made available for this project; 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 2020 TIP conforms to the MAP-21/FAST 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 2020 – 2023 Transportation Improvement Program.

**BE IT FURTHER RESOLVED** that a copy of this resolution is forwarded to the New Jersey Department of Transportation for submission to the Federal Highway Administration.