



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

KATHRYN A. DeFILLIPPO, CHAIR

Board Meeting Minutes

January 11, 2021

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

Following the salute to the flag, Ms. Morris called the roll. Twenty voting members were present. (Attachment 1).

C. Approval of Minutes

A motion to approve the minutes of the November 9 and December 14, 2020 meetings was made by Ocean County, seconded by Hunterdon County and carried with 19 affirmative votes. Somerset County abstained.

D. Chair's Remarks

Chair DeFillippo noted that the NJTPA Board members formerly known as "Freeholders" will now be called "County Commissioners" per state legislation. She said this is a positive change that modernizes their titles and brings them in line with similar county officials around the country.

The Chair said the NJTPA looks forward to working with the new federal administration, including a new Secretary of Transportation, and she is confident the region's Congressional delegation will continue its strong support for transportation. She said federal investment in transportation infrastructure should play a key role in getting the economy moving again. Transportation projects create good-paying jobs while also building the foundation for long-term economic growth. Chair DeFillippo gave the example of the Portal Bridge North project, which is nearing final approval for a full-funding grant agreement with the Federal Transit Administration. She recalled that at a special meeting in December, the Board took action to add

more than three-quarters of a billion dollars in federal funding to the NJTPA Transportation Improvement Program (TIP) for this vital piece of infrastructure.

Chair DeFillippo expressed confidence that the NJTPA's Long Range Transportation Plan, to be finalized this year, will put federal dollars to work to implement other important transportation projects, including important locally led projects, that will help the region's economy while also improving safety, mobility, and accessibility for all travelers.

The Chair said that the distribution of COVID-19 vaccines is now a vital aspect of the national and regional supply chain, and the NJTPA will continue to work with its partner agencies—including those in the greater regional Metropolitan Area Planning or MAP Forum—to help strengthen those supply chains and make them more resilient. She noted that in the interest of safety and health, NJTPA staff will continue to work remotely, and the Board and Committee meetings also will be held remotely until further notice.

Chair DeFillippo thanked her fellow Board members for all their hard work over the past year. She said county and city representatives had to work round-the-clock on healthcare and human services issues, and now face the fiscal fallout of struggling economy. She said the transportation partners faced great challenges as well, keeping road, rail, and port facilities up and running while also dealing with the potentially devastating loss of revenue from drastically reduced travel across all modes. The Chair said, despite these challenges, Board members always find time to attend virtual Board and Committee meetings, and to participate in many other NJTPA activities as well. She said their commitment to regional planning and transportation investment is truly remarkable, and she thanked them all for their ongoing efforts to help create a better region. She also thanked staff for continuing to keep the agency running and fulfilling its responsibilities.

Jeremy Colangelo-Bryan, NJ TRANSIT, thanked the NJTPA for quickly moving on approving the TIP amendment to add federal funding to the Portal North Bridge project. He said another federal action had been taken on the project, and all that remains is determination of the allocation of funds between New Jersey and other states.

E. Executive Director's Report

NJTPA Executive Director Mary D. Ameen also thanked the Board members, subregional staff, and NJTPA Central Staff for their work during challenging times to keep transportation planning and investment moving over the past year.

Ms. Ameen said staff has been finalizing the Fiscal Year (FY) 2022 Unified Planning Work Program (UPWP), which will guide the activities of Central Staff, the subregions, and Transportation Management Associations beginning July 1. She said the draft plan was posted on the NJTPA website in December, and it includes many suggestions received from the Regional Transportation Advisory Committee (RTAC), New Jersey Department of Transportation (NJDOT) and others. The document will go before the Planning & Economic Development Committee in February, and Board action is anticipated for March.

Ms. Ameen announced that in December the NJTPA completed its annual programmatic audit for the FY 2020 UPWP and the final report indicates it was a clean audit with no findings or questioned costs. A copy of the final audit was submitted to NJDOT on December 22, and a copy of the report will be sent to the Board members later in January.

Ms. Ameen reminded the Board that this year they will be asked to approve the updated Long Range Transportation Plan known as Plan 2050: Transportation, People, Opportunity. She said staff has worked with consultants on several outreach activities to gather plan input. This has included focus groups with caregivers, unemployed residents, and others; an online survey, which will be available until February 15; a meeting with UpNext, the young adult advisory group; presentations to community groups; and more. She noted the December 8 “TPA Tuesdays” symposium that focused on Advancing Equitable Transportation Systems. She said speakers highlighted the legacy of racism and exclusionary policies in transportation and presented opportunities for advancing equitable transportation systems and investments.

Ms. Ameen said, also very relevant to the UPWP development was the December meeting of the Metropolitan Area Planning Forum (MAP Forum), composed of 10 MPOs from New Jersey, New York, Connecticut, and Pennsylvania. At the meeting, experts discussed priorities for the post-pandemic world, including emerging trends and the changing nature of work. She said transportation agencies face the prospect that many people will continue to work remotely, reshaping transit use and travel patterns, as well as the public embracing walking, biking, and active transportation more.

Ms. Ameen announced that the Plan 2050 background paper on climate change was released the previous week. It calls for continued efforts to both reduce greenhouse gas emissions and to make infrastructure more resilient to flooding and other climate impacts. The paper, which is available on the NJTPA website, also discusses how the NJTPA will continue to support the state’s climate policies and programs.

Ms. Ameen said the NJTPA will continue public outreach for Plan 2050, including a third TPA Tuesday Symposium on January 26, focusing on Realizing Opportunity Through Transportation. The keynote speaker will be Robert Puentes, President and CEO of the Eno Center for Transportation. Also, a series of virtual “topic talks” and public open house events will be held through early February. Time and dates will be posted on the Plan 2050 website.

Ms. Ameen said, the draft plan will be available for review by the summer, and a formal public comment period will be held before Board approval in the fall.

F. Committee Reports/Action Items

Project Prioritization – County Commissioner John W. Bartlett, Chair

Commissioner Bartlett said the Committee considered five action items at the joint committee meeting in December, three of which were on the day’s agenda. He said, first, the Committee recommended approval of a minor amendment to the Fiscal Years 2020-2023 TIP to add the Ferry Slip Reconstruction project at the Central Railroad Terminal Historic Site in Hudson County. The Commissioner said the

New Jersey Department of Environmental Protection received a federal Passenger Ferry Grant Program award for \$5.9 million for the project and will provide additional state funding.

The Commissioner said the Committee next considered a minor amendment to the TIP to add the Clay Street Bridge over the Passaic River Project, which is being led by Hudson County. He said the project recently completed the Local Concept Development phase and is ready to advance to Preliminary Engineering. It will be supported with federal funds from the NJTPA Future Projects line item. For the coming year, \$2 million in federal funds will be added for preliminary engineering. In total, the project will cost \$62 million, with construction authorization scheduled for 2027.

Commissioner Bartlett said the Committee also considered a Minor Amendment to the TIP to add the Bridge Street Bridge over the Passaic River Project, which is being led by Essex County. He said this project also recently finished Local Concept Development and will be supported with federal funds from the NJTPA Future Projects line item. For the coming year, \$2 million will be added for preliminary engineering, and for 2023 \$7 million will be added for design. In total, the project will cost \$86 million, with construction authorization targeted for 2027.

The Commissioner said the Committee next recommended approval of a Minor Amendment to the TIP to add \$766.5 million in federal funding for the Portal North Bridge project. He said the long-sought project is needed to improve the region's rail system. It will replace the aging bridge which often disrupts rail operations and creates delays due to mechanical failures. The new bridge also will allow NJ TRANSIT to operate longer, higher-capacity trains at greater speeds. At NJ TRANSIT's request, the Board approved the minor amendment at a special meeting following the December joint committee meeting in order to expedite the project's full funding grant agreement, and no further action is required.

Commissioner Bartlett said the final item considered by the Committee at the meeting was a modification to the TIP to increase funding on the Route 27, Dehart Place to Route 21 project in Union County. At the request of NJDOT, this modification increases the programmed amount for construction by \$12.2 million in Fiscal Year 2021 to cover increased milling and surface operations costs. The Committee approved this modification, and no further action is needed.

Action Item 1: Minor Amendment to the FY 2020-2023 Transportation Improvement Program to Add the Ferry Slip Reconstruction at the CRRNJ Terminal State Historic Site - Phase 1 (Attachment 2)

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

Action Item 2: Minor Amendment to the FY 2020-2023 Transportation Improvement Program to Add the Clay Street Bridge over Passaic River Project in Hudson County (Attachment 3)

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

Action Item 3: Minor Amendment to the FY 2020-2023 Transportation Improvement Program to Add the Bridge Street Bridge over the Passaic River Project in Essex County (Attachment 4)

A motion to approve the resolution was made by Essex County, seconded by the City of Newark and carried unanimously.

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

Commissioner Kelly said the Committee considered two action items at the December joint meeting. The first concerns approval of the NJTPA Title VI Implementation Plan update. As a subrecipient of federal funding, the NJTPA is required to comply with various civil rights statutes, executive orders, and regulations to ensure that traditionally underserved populations are included in the planning process and that their needs are addressed.

The Commissioner said, in September 2019, the Board adopted the NJTPA's Title VI Plan in response to the NJTPA's 2018 federal certification review. This past July, the NJTPA received three comments from the New Jersey Division of the Federal Highway Administration (FHWA) asking that the plan include additional information concerning organization and staffing, as well as subrecipient review procedures. He said Central Staff revised the plan to address these issues and received approval of the revisions from FHWA in November. The Commissioner noted that an internal task force of Central Staff members meets regularly to focus on strategies and actions to fully implement the NJTPA Title VI plan.

Commissioner Kelly said the Committee next recommended support for Public Transit Agency Safety Plan Targets set by NJ TRANSIT. He explained that in order to comply with federal regulations, the NJTPA is required to either support NJ TRANSIT's safety performance measures targets or establish its own targets for bus and light rail operations. The targets concern fatalities, injuries, collision events, employee injuries, fire events, and system reliability.

The Commissioner said, in coordination with the NJTPA, NJ TRANSIT developed targets by examining various data sources and trends and considering established agency policies. He said it is therefore appropriate for the NJTPA to support NJ TRANSIT's targets and to plan and program projects that help meet them. With Board approval, NJTPA staff will develop text for the current TIP that discusses these measures and targets, and how the TIP helps the region meet them. He said, also at the meeting, Central Staff provided updates on recent activities, including Plan 2050 outreach, the Fiscal Year 2022 Unified Planning Work Program development schedule, and recent Together North Jersey activities.

Action Item 4: Approval of the North Jersey Transportation Planning Authority Title VI Implementation Plan Update (Attachment 5)

A motion to approve the resolution was made by the Citizen's Representative, seconded by the City of Newark and carried unanimously.

Action Item 5: Support for Public Transit Agency Safety Plan Targets Set by the New Jersey Transit Corporation (Attachment 6)

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

Freight Initiatives – County Commissioner Charles Kenny, Chair

Commissioner Kenny said the December meeting of the Freight Initiatives Committee was the third annual New Jersey Industrial Real Estate Update. He said the first guest speaker was Bill Waxman, Executive Vice President of CBRE, who said the industrial real estate market is being reconfigured by burgeoning e-commerce, driven by the pandemic and shutdowns. As consumers demand faster delivery times, companies involved in online sales and fulfillment need to be closer to more densely populated areas. This, he said, is causing a spike in rental pricing in these areas, and an out-migration by companies that do not need such proximity. Towns in southern New Jersey, for example, are poised to grow as logistics centers, similar to what Turnpike Exit 8A in Middlesex County saw a few years ago. Logistics companies, he said, are now also looking at locations in Pennsylvania, Connecticut, southern New York State, Delaware, and even Maryland because of the level of demand and the availability of developable land. Mr. Waxman noted that online grocery sales are causing more demand for refrigerated and cold supply chain facilities — a very large and growing sector.

The Commissioner said the next speaker was Jesse Harty, of Prologis, who provided insights from the landlord and developer perspective. After a decline in March and April, leasing activity has returned stronger than before, with record-setting rents being paid by large companies who require more space. Over 2 million square feet of industrial buildings are currently under construction in the region near New Jersey Turnpike Exits 12 and 16W.

Commissioner Kenny said the Committee also heard from Steven Hussain from Prologis, who briefed the Committee on labor issues, particularly the shortage of qualified workers. Mr. Hussain said Prologis is actively working to broaden the pool of talent to help their tenants. It aims to train 25,000 people to enter or advance in the logistics sector by the year 2025. To accomplish this, it is working with public and academic institutions and has launched a mobile-friendly online learning platform and a digital media campaign.

The Commissioner said, during the panel discussion that followed the presentations, topics raised included the need to improve transit options to help workers reach job sites and to streamline municipal permit approval processes. He said, also at the meeting, Committee members learned that the Port Authority is seeing record container activity at the Port, along with a slight uptick in cargo at the airports, while air passenger volume is still down. Traffic volume, especially for trucks, continues to rebound at the Port Authority bridge and tunnel crossings.

G) Planning for 2050 Presentation: 2021's Long Recovery Crawl: Coronavirus-Driven Disruptions and Upheavals Reshaping New Jersey

Dr. James W. Hughes, Dean Emeritus of the Edward J. Bloustein School of Planning and Public Policy, Rutgers, the State University of New Jersey provided an overview of the economic ramifications of the COVID-19 pandemic. He said the nation is undergoing a massive reshaping of the economy, which he characterized as a “long recovery crawl” that will show some improvement by mid-2021.

Dr. Hughes said, prior to March 2020, New Jersey had sustained employment growth, record low unemployment rates and no inflation. For the previous ten-year period, jobs in the state grew by 405,600 or 10.6 percent, but between March and April 2020 the state lost 831,300 jobs, more than double the 10 year gain. He said job growth resumed when the economy was restarted in May with eased lockdowns and new health and social distancing protocols. However, the growth slowed late in 2020.

Dr. Hughes noted some of the transformative changes caused by the COVID-19 pandemic, including how office space is used. He noted that there is a renewed interest in suburban homes and offices. Also, the decline of brick-and-mortar retail that was already underway is now accelerating and some of that space is being taken up to support e-commerce logistics.

Dr. Hughes said the future of the office is now subject to intense discussion and analysis. The pandemic greatly accelerated the adoption of digital tools and the long-term shift to working remotely. He noted that the Corona virus recession is widening the gulf between those able to navigate its effects and those who cannot. Virtual workers are doing well while direct and indirect support workers, both inside the office and in the surrounding environment, are bearing the brunt of the economic shock.

H) Public Participation

There were no comments from the public.

I) Time and Place of Next Meeting

Chair DeFillippo announced that the next virtual meeting of the NJTPA will be held on Monday, March 8, 2021 at 10:30 a.m.

J) Adjournment

At 12:18 p.m., motion to adjourn was made by Middlesex County, seconded by Sussex County and carried unanimously.

Attachment 1

NORTH JERSEY TRANSPORTATION PLANNING AUTHORITY, INC.
Meeting of the Board of Trustees
Attendance Record: January 11, 2021

Subregion/Agency	Voting Members/Alternates	Staff & Others
Bergen County	Peter Botsolas	Joseph Baladi
Essex County	David Antonio	
Hudson County	Byron Nicholas	
Hunterdon County	Hon. Zach Rich	
Jersey City	Barkha Patel	Elias Guseman
Middlesex County	Hon. Charles Kenny Doug Greenfeld	Solomon Caviness
Monmouth County	Teri O'Connor	Joseph Ettore David Schmetterer
Morris County	Hon. Kathy DeFillippo John Hayes	
Newark	Phillip Scott	Trevor Howard
Ocean County	Hon. John Kelly	Mark Jehnke
Passaic County	Hon. John Bartlett	Mike Lysicatos Andras Holzmann Sal Presti
Somerset County	Hon. Sara Sooy Walt Lane	Ken Wedeen
Sussex County	Tom Drabic	
Union County	Hon. Bette Jane Kowalski	Liza Betz
Warren County	Hon. Jason Sarnoski David Dech	Brian Appezzato
Governor's Office	Lauren Nathan-LaRusso	
NJDOT	Andrew Swords	Jim Lewis Genevieve Clifton Monica Etz
NJ TRANSIT	Jeremy Colangelo-Bryan	Lou Millan RJ Palladino
Port Authority of NY & NJ	Jay Shuffield	
Citizen's Representative	Jared Rodriguez	

Other Attendees	
Neile Weissman	Complete George
Robert Clark	Federal Highway Administration
Sutapa Bandyopadhyay	Federal Highway Administration

Raymond Tomczak	Federal Transit Administration
Tara Shepherd	goHunterdon
Bob Werkmeister	GPS
Bakari Lee, Esq.	McManimon, Scotland & Baumann, LLC
Dr. James W. Hughes	Rutgers Regional Report
Lou Luglio	SSC
Various members of Central Staff	NJTPA
Dede Murray	
Diana Davis	
Farukh Ijaz	
Jim Hunt	
Joseph Yesbeck	
Lourdes Leon	
Rickie Clark	
Robert Rodriguez	
Tom Houck	

**DRAFT RESOLUTION: MINOR AMENDMENT TO THE FY 2020 – 2023
TRANSPORTATION IMPROVEMENT PROGRAM TO
ADD FERRY SLIP RECONSTRUCTION AT THE CRRNJ
TERMINAL STATE HISTORIC SITE – PHASE 1**

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 a project is added to the TIP or when federal funds are added to a project where none are currently programmed 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 New Jersey Department of Environment Protection (NJDEP) is requesting the addition of a project: Ferry Slip Reconstruction at the CRRNJ Terminal State Historic Site -Phase 1 (DB# N2101) located in Liberty State Park, Jersey City in Hudson County to be programmed with federal Passenger Ferry Grant funds (Section 5307) and with State Parks Capital 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 - 2023 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

Approved January 11, 2021

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 and the Federal Transit Authority.

**DRAFT RESOLUTION: MINOR AMENDMENT TO THE FY 2020 – 2023
TRANSPORTATION IMPROVEMENT PROGRAM TO
ADD THE CLAY STREET BRIDGE OVER THE PASSAIC
RIVER PROJECT IN HUDSON 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 a project programmed with federal funds is added to the TIP, and a new air quality conformity determination is not required, this constitutes a minor amendment; and

WHEREAS, Hudson County has requested the addition of the Clay Street Bridge over the Passaic River project (DB# N1402) in Hudson County to the TIP utilizing federal STBGP-NY/NWK funds available in the NJTPA program, Future Projects (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 - 2023 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

Approved January 11, 2021

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 BRIDGE STREET BRIDGE OVER THE
PASSAIC RIVER PROJECT IN ESSEX 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 a project programmed with federal funds is added to the TIP, and a new air quality conformity determination is not required, this constitutes a minor amendment; and

WHEREAS, Essex County has requested the addition of the Bridge Street Bridge over the Passaic River project (DB# N1602) in Essex County to the TIP utilizing federal STBGP-NY/NWK funds available in the NJTPA program, Future Projects (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 - 2023 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

Approved January 11, 2021

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: APPROVAL OF THE NORTH JERSEY
TRANSPORTATION PLANNING AUTHORITY
TITLE VI IMPLEMENATATION PLAN UPDATE**

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, as the subrecipient of federal transportation funding from the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) through the New Jersey Department of Transportation, complies with various civil rights statutes, executive orders, and regulations that are intended to ensure that traditionally underserved populations are included in the planning process and have access to MPO activities; and

WHEREAS, Title VI of the Civil Rights Act of 1964 states that no persons in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance; and

WHEREAS, Executive Order 13166 — Improving Access to Services for Persons with Limited English Proficiency directs federal agencies, and recipients of federal funding, to provide meaningful language access to their services, and under Title VI, Limited English Proficiency is considered the primary marker of national origin; and

WHEREAS, Executive Order 12898 — Federal Actions to Address Environmental Justice in Minority Populations and Low-income Populations requires federal agencies (and recipients of their funding) to address Environmental Justice concerns, by discouraging programs, policies, and activities with disproportionately high and adverse human health or environmental effects on minority and low-income populations; and

WHEREAS, the Americans with Disabilities Act prohibits public entities from discriminating against persons with a disability or excluding them from participation in, or denying them of the benefits of, their services, programs, or activities; and

WHEREAS, the NJTPA's development of Long Range Transportation Plans, Transportation Improvement Programs, Air Quality Conformity Determinations, and other key planning products, to various degrees, prioritize projects and programs that address the needs of populations under the Environmental Justice and Title VI programs; and

WHEREAS, the NJTPA adopted the Title VI Implementation Plan in September 2019, a formal document that describes its Title VI program and assurances to ensure that its programs, policies and activities comply with federal requirements of Title VI; and

Approved January 11, 2021

WHEREAS, the NJTPA has updated the Title VI Implementation Plan to address recommendations from the Federal Highway Administration (FHWA) to ensure that the plan meets the requirements of 49 CFR 21.9 (b); 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 update to NJTPA's Title VI Implementation Plan and its appendices.

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 and Federal Transit Administration.

**DRAFT RESOLUTION: SUPPORT FOR PUBLIC TRANSIT AGENCY SAFETY
PLAN TARGETS SET BY THE NEW JERSEY TRANSIT
CORPORATION**

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, Title 23, Section 134 of the United States Code requires that each MPO undertake a transportation planning process that shall provide for the establishment and use of a performance-based approach to transportation decision-making to support national goals; and that each MPO shall establish performance targets that address the performance measures to use in tracking progress toward attainment of critical outcomes for the region and integrate those targets into their planning documents and processes; and

WHEREAS, the U.S. Department of Transportation (USDOT) rules on performance management requires that MPOs and operators of public transportation coordinate on setting performance targets for the transit safety measures; and

WHEREAS, the New Jersey Transit Corporation (NJ TRANSIT) is an operator of public transportation within the NJTPA region; and

WHEREAS, the Federal Transit Administration (FTA) has established eleven national performance measures for transit safety; and

WHEREAS, the FTA has also directed each transit operator to prepare a Public Transit Agency Safety Plan (PTASP), outlining how people, processes, and tools come together to address transit safety policy and goals, supporting planning, budgeting, and communications to internal and external stakeholders, and providing accountability and visibility for transit safety practices; and

WHEREAS, the NJTPA coordinated with NJ TRANSIT on its transit safety targets; and

WHEREAS, NJ TRANSIT provided transit safety targets to the NJTPA on October 5, 2020 from the NJ TRANSIT PTASPs for Bus Operations and the Newark Light Rail as well as the PTASP for the Hudson Bergen Light Rail prepared with NJT oversight; and

WHEREAS, based on the USDOT final rule on metropolitan planning, MPOs must establish targets for transit safety measures within 180 days of the date that these targets are provided to the MPO by all applicable transit agencies; and

WHEREAS, the final rule on metropolitan planning states that MPOs have two options to establish targets: 1) agree to program investments in support of each transit agency's targets, or 2) set their own quantifiable targets; and

Approved January 11, 2021

WHEREAS, NJ TRANSIT's targets appropriately reflect and will serve as suitable benchmarks for the planning goals and desired outcomes for the projects and programs of the NJTPA Regional Transportation Plan and Transportation Improvement Program (TIP); and

WHEREAS, the FHWA metropolitan planning rule also requires that MPO TIPs "shall include, to the maximum extent practicable, a description of the anticipated effect of the TIP toward achieving the performance targets"; 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 NJTPA hereby supports the NJ TRANSIT targets for the safety of their transit system; and

BE IT FURTHER RESOLVED, that the NJTPA agrees to plan and program investments that support the achievement of these performance targets; and

BE IT FURTHER RESOLVED, that the NJTPA will add language to the FY 2018-2021 Transportation Improvement Program (TIP), discussing these measures and targets, and the anticipated effect of the TIP toward achieving these targets; and

BE IT FURTHER RESOLVED that a copy of this resolution be forwarded to the New Jersey Department of Transportation and NJ TRANSIT for submission to the Federal Transit Administration.