



Angel G. Estrada, Chair
Mary D. Ameen, Executive Director

ANGEL G. ESTRADA, CHAIRMAN

BOARD MEETING AGENDA

November 12, 2019

10:00 AM

NJTPA Office
One Newark Center, 17th Floor
Newark, NJ 07102

A. Open Public Meetings Act Compliance

B. Salute to the Flag

C. Roll Call

D. Approval of Minutes

E. Chairman's Remarks

F. Executive Director's Report

G. Committee Reports/Action Items*

- Project Prioritization – Freeholder Kathy DeFillippo, Chair

1. Approval of a Minor Amendment to the FY 2020-2023 Transportation Improvement Program as Requested by the Port Authority of New York & New Jersey to Utilize Disaster Recovery and Resilience Program Funding (Attachments G.1.a., G.1.b.)

- Planning and Economic Development – Freeholder John Bartlett, Chair

2. Support for 2020 Safety Performance Measure Targets Set by the New Jersey Department of Transportation in Collaboration with the NJTPA and Other Metropolitan Planning Organizations in New Jersey (Attachments G.2.a., g.2.b.)

- Freight Initiatives – Freeholder Charles Kenny, Chair

- Federal Policy Update – Freeholder Matthew Holt

* Following the Committee Reports, there will be an opportunity for public comment prior to any Action Item vote.

- H. Planning for 2050 Presentation: Understanding Climate Change and Its Impacts – Benjamin Strauss, CEO and Chief Scientist, Climate Central
- I. Public Participation
- J. Time and Place of Next Meeting: The next meeting of the NJTPA will be held on January 13, 2020, 10:00 a.m. at the NJTPA, One Newark Center (1085 Raymond Blvd.), Newark, NJ 07102.
- K. Adjournment



Angel G. Estrada, Chair
Mary D. Ameen, Executive Director

ANGEL G. ESTRADA, CHAIR

Board Meeting Minutes

September 9, 2019

A. Open Public Meetings Act Compliance

Chairman Angel Estrada, Freeholder, Union County called the meeting to order at 10:00 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*. It was posted in the Essex County Hall of Records, Newark, New Jersey, and on the bulletin board of the Lieutenant Governor, Trenton, New Jersey.

B. Salute to the Flag

Chairman Estrada led the Board of Trustees in the Pledge of Allegiance.

C. Roll Call

Following the salute to the flag, Beverly Morris called the roll. Eighteen voting members were present. Two more arrived after approval of the minutes. (Attachment 1).

D. Approval of Minutes

A motion to approve the minutes of the July 8, 2019 meeting was made by Hunterdon County, seconded by Morris County and carried with 17 affirmative votes. Ocean County abstained.

E. Chairman's Remarks

Chairman Estrada addressed an action item on the meeting agenda concerning approval of the Fiscal Years (FYs) 2020-2023 Transportation Improvement Program (TIP). He said the Board had received many comments opposing one project in the TIP, the Route 80 WB Rockfall Mitigation project in Warren County. The Chairman explained that the project is one of more than 145 projects in the draft TIP, which allocates approximately \$2 billion a year to address the region's transportation needs, in keeping with the goals of the NJTPA's long-range plan. During its development, the TIP is scrutinized by the NJTPA subregions, partner agencies, and the

Project Prioritization Committee and also undergoes a formal public comment period, during which interested parties can raise their concerns prior to Board action.

The Chairman pointed out that removing a project from the TIP at that point would put the region in a difficult position because, under federal regulations, the Board would not be able to approve the revised program, and it would be subject to another full review process, delaying it past the October 1 beginning of the federal fiscal year, and possibly holding up funding for many projects. He noted that, after Board approval, projects in the TIP are often subject to change in design, scope, and schedule, and modifications and amendments occur regularly at Board and Committee meetings, which also include opportunities for public comment. A project can even be deleted from the TIP through the amendment process.

Chairman Estrada said the rockfall project is scheduled for construction funding in FY 2023, the last year of this program, and the full TIP will need to be approved once again by the Board in FY 2022. He said, before the project can advance to construction, it will undergo a rigorous federal environmental review process that includes additional stakeholder and public outreach, and NJDOT has assured the Board that they are working to reach a mutually satisfactory solution during the environmental review process. The Chairman said there are concerns about other projects in the TIP, but he encouraged Board members to approve the document so that the full program of projects can move forward.

Chairman Estrada reported that the meeting agenda also included a vote on the NJTPA's Title VI Implementation Plan, which was developed to address the single corrective action recommended during last year's Federal Certification Review of the NJTPA. The corrective action called for the agency to better document its compliance with Title VI of the Civil Rights Act of 1964. He said the plan details how the NJTPA guarantees that all people of the region can participate in the agency's projects and programs and share in the benefits of investments it makes, without regard to race, color or national origin. The Chairman said the plan also details the steps the agency takes to meet the requirements of the Americans with Disabilities Act and to enable those with limited English proficiency to participate.

Chairman Estrada then highlighted another action item on the agenda – approval of funding for five new Local Concept Development Phase Studies. He said these investments are vitally important to the subregions and the region's transportation network. The Chairman noted that on August 9, he joined Congresswoman Mikie Sherill and Congressman Bill Pascrell Jr., along with Essex County Executive Joseph DiVincenzo, representatives from Bergen County, and Central Staff at the Kingsland Avenue Bridge, up Route 21 on the Passaic River. The bridge, which connects Nutley in Essex County and Lyndhurst in Bergen County, received \$750,000 from the Local Concept Development Program in FY 2016. He said, the event was a welcome show of support for the work of the NJTPA, and the two Representatives said they would stress the importance of federal funding for local infrastructure in upcoming transportation legislation in Washington.

The Chairman said he also was honored to participate in the City of Elizabeth's National Night Out on August 6, where he helped kick off the City's Street Smart NJ campaign. The campaign

is funded in part by a \$51,000 pedestrian safety education and enforcement grant to the Elizabeth Police Department from the New Jersey Division of Highway Traffic Safety.

F. Executive Director's Report

NJTPA Executive Director Mary D. Ameen noted that the Board will be adopting a new two-year TIP, fulfilling one of the NJTPA's core responsibilities and allowing the region to draw down over \$1 billion dollars in federal funding annually. She thanked NJDOT, NJ TRANSIT, the subregions and other partners for helping reach agreement on the complex schedule of investments.

Ms. Ameen reported on recent Central Staff activities:

- The NJTPA has begun work on updating its long-range transportation plan, which is due in 2021. In the plan, the NJTPA must identify policies and standards that ensure future technology serves the broad public interest, particularly for sectors of the population facing mobility challenges – low income households, seniors, disabled persons and others. To this end, NJTPA staff members have offered to lend modeling, data and outreach support to university-led initiatives. Researchers at NJIT, Princeton, Rutgers and others have begun exploring grant funding for a project focusing on the science and ethics of implementing automated vehicle systems.
- The NJTPA is also collaborating with NJIT's Innovation Institute on creating visualizations of roundabouts, creating a GIS-based sidewalk inventory and other efforts. The NJTPA will continue coordinating with partner agencies on many Intelligent Transportation System (ITS) applications integrated into highway and transit investments. These will be discussed at the October 28 annual meeting of ITS-New Jersey in Princeton.

The NJTPA's competitive Subregional Studies Program allows detailed exploration of local mobility problems and issues. Findings from the studies are a key source for future TIP project concepts. Several final reports from last year's subregional studies are posted on the NJTPA website. They touch on bicycle-pedestrian trails and facilities, local goods movement and corridor safety. Ms. Ameen said five new subregional studies were launched in July, a review committee will be evaluating proposals for studies that will begin next July.

- Three projects that went through Concept Development have been approved by an inter-agency review committee to advance to Preliminary Engineering and inclusion in the TIP:
 - Valley Road Bridge over the Passaic River in Somerset and Morris Counties;
 - Manhattan Ave Retaining Wall and Slope Stabilization Improvements in Hudson County; and
 - Columbia Turnpike Bridge over the Black Brook in Morris County.

- The NJTPA continues its work with hundreds of groups and individuals involved in Together North Jersey (TNJ). The NJTPA will host the full TNJ forum on September 17. The morning will feature a panel session on diverse policies and strategies to create healthier communities, followed by meetings of the four TNJ task forces.
- The NJTPA continues to work with Sustainable Jersey and Rutgers Voorhees Transportation Center providing technical assistance to municipalities to implement Complete Streets. Reports on the first round of technical assistance to nine municipalities are posted on the NJTPA website. Other towns are being invited to apply for the second round of assistance. To help towns understand Complete Streets strategies and prepare their applications, a series of workshops will be held this fall.

G. Planning for 2050 Presentation: No One at the Wheel: Driverless Cars and the Road of the Future

Sam Schwartz, President, Sam Schwartz Transportation Consultants, said the advent of fully autonomous vehicles (AVs) is not as close as the automobile industry says. He said the industry claims that safety will be greatly improved by automated vehicles as 94 percent of fatalities are due to human error. But he said other approaches, such as Sweden's Vision Zero program, can lead to significant safety improvements. That 20-year effort led to a 62 percent reduction in fatalities through changes in road and vehicle design, as well as education and enforcement. He said data from California does not support the industry claim that AV driving is safer, but rather indicates that the crash rate is higher per miles driven than non-AV driving. Also, there are several situations, including some involving encounters with pedestrians, that an AV cannot detect.

Mr. Schwartz emphasized the importance of integrating AV technology with transit and suggested charging the AV industry to fund adaptations to infrastructure to accommodate AVs. He also suggested establishing an AV street typology plan that restricts where these vehicles can go. Among the points raised during the ensuing Q&A:

- The industry will rely on roadway and access to transit systems and should contribute to transportation investments.
- Micro-transit can serve transportation deprived areas, including rural communities, at a lower cost than traditional transit service expansion.
- A transition period when the roads are shared by conventional cars, AVs and semi AVs could become a 30-year period of "chaos" and crashes.
- The U.S. Department of Transportation appears to be promoting AVs, and industry lobbyists are extremely active in an effort to limit state control of AV regulations.
- Some states in the west are already writing plans for a driverless future, and there are already groups forming to protect drivers' right to drive.

H. Committee Reports/Action Items

Project Prioritization – Freeholder Kathryn A. DeFillippo, Chair

Freeholder DeFillippo said the Committee considered three actions at the August joint meeting. First, the Committee recommended approval of the NJTPA Self-Certification. She said each time the TIP is adopted the Board must confirm that the NJTPA complies with all relevant federal regulations in order to maintain the region's eligibility to receive federal transportation funding.

The Freeholder said the Committee recommended approval of the FY 2020-2023 TIP and Accompanying Air Quality Conformity Determination. She noted that, while the Committee recommended the TIP for approval, Warren County Freeholder Jason Sarnoski opposed advancing it, citing concerns over the proposed Route 80 rock fall project, as well as the deferment of funding for safety improvements to the Route 57 / County Route 519 intersection.

Freeholder DeFillippo noted that almost \$12 billion in investments is programmed during the four years of the TIP. In 2020, approximately \$1.6 billion is programmed for highway and bridge projects and nearly \$1.3 billion supports NJ TRANSIT projects and programs. In keeping with long-standing NJTPA policy, the TIP emphasizes safety and state of good repair, with more than 62 percent dedicated to the management and preservation of the transit and roadway systems. The Freeholder noted that Board members had received an addendum to the TIP, which adds nine PATH Disaster Relief funding programs that were reinstated since the draft program was issued in July. Also, prior year funding adjustments will be made to 26 NJ TRANSIT programs in the FY 2020 TIP.

The Freeholder said the TIP underwent a required Air Quality Conformity Determination, which involves modeling the estimated total air quality impact of projects in the program. This analysis found that the impacts were within the budgets set in the State Implementation Plan for addressing key pollutants. The TIP, along with the Air Quality Conformity and the State Transportation Improvement Program, underwent a 30-day public comment period that included an air quality workshop and a public meeting on August 6. Public comments were received on the Route 80 Rockfall Mitigation project, and the full text of those comments and the response from NJDOT is included in an Appendix to the draft TIP.

Freeholder DeFillippo said the Committee recommended approval of five studies for the Local Concept Development (LCD) Phase of the Local Capital Project Delivery Program. Nine applications for proposed studies were submitted, and staff from NJTPA and NJDOT reviewed the applications, conducted site visits and scored the projects. A review committee recommended funding for the five studies totaling about \$2.4 million:

- In Bergen County – the Oradell Avenue Bridge over the Hackensack River in the Borough of Oradell;
- In Middlesex and Monmouth counties – the County Route 516, Old Bridge-Matawan Road Bridge over Lake Lefferts in Old Bridge Township, Matawan Borough, and Aberdeen Township;
- In Monmouth County – The Corlies Avenue Bridge over Deal Lake in the Borough of Allenhurst and the Township of Ocean;

- In Morris County – the East Main Street County Route 644 Bridge over Rockaway River in Rockaway Borough; and
- In Somerset County – the Great Road, County Route 601 Bridge over Bedens Brook in Montgomery Township

Action Item 1: Approval of the FY 2020 North Jersey Transportation Planning Authority Self-Certification (Attachment 2)

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

Action Item 2: Approval of the FY 2020-2023 Transportation Improvement Program and the Accompanying Air Quality Conformity Determination (Attachment 3)

A motion to approve the resolution was made by Passaic County and seconded by Middlesex County.

Prior to the vote, Passaic County Freeholder Director John Bartlett noted that the TIP included funding for the Portal Bridge North project and asked how its incorporation into the TIP relates to the ongoing discussions in Washington concerning how the overall Gateway program will be funded. Jeremy Colangelo-Bryan said NJ TRANSIT was in discussions with the Federal Transit Administration (FTA), which is reviewing a recently submitted financial plan, and inclusion in the TIP of funding for the bridge is required as part of FTA certification of the project viability. He said it is a necessary step the FTA will look for as they consider the whole Gateway proposal.

Freeholder Sarnoski thanked Chairman Estrada and Freeholder DeFillippo for taking the time to speak with him by phone about the Route 80 project and understand Warren County's position on it. He said his opposition to the project is long standing, and he would not repeat his previous statements. Citing existing wide bipartisan opposition, traffic issues at the site, possible impact on local and Pennsylvania businesses and inconsistencies in information offered by NJDOT on the project schedule, Freeholder Sarnoski said the project is not yet fully conceived and is not ready for inclusion in the TIP. He asked that the TIP be voted on without the project and, if that does not occur, that the Board strongly consider an amendment in the very near future to reflect a more realistic approach to issues to be addressed.

Freeholder Brian Levine, Somerset County, questioned why the project was being advanced despite wide opposition from elected officials representing the area and local residents. He said he appreciates the safety concerns and would like more information on the high cost for less than a mile of road. The Freeholder said he would be willing to attend an extra Board meeting to address this issue.

In answer to a question from Jared Rodriguez, Citizen's Representative, Chairman Estrada explained that the TIP has undergone a review and approval process, including Project Prioritization Committee endorsement, and cannot be amended at this juncture without delaying the entire program. He noted that items in the TIP can be amended or modified after the proposed TIP is approved.

Mike Russo, NJDOT, said the Department is aware of the many concerns expressed. He said the Concept Development process for the project was initiated to prevent a potentially catastrophic event. He said NJDOT maintains a rockfall hazard management system that evaluates and ranks the stability of all rock cuts along state and interstate highways based on the geology of the rock formations and characteristics of the adjacent highways. This project ranked number one in the state. He said the project is now in the Preliminary Engineering phase and coordination continues with stakeholders, including the National Park Service, NJ Department of Environmental Protection, New Jersey and Pennsylvania state historic preservation offices, the Appalachian Trail Conservancy, Warren County, Knowlton and Hardwick townships, and local tribal nations. A public open house was held in June and information is available on line. Mr. Russo said the project is undergoing a rigorous environmental assessment that will continue through 2020 and a formal hearing will be held that summer.

During public comment on the pending action, John Donahue, a former Superintendent of the Delaware Water Gap National Recreation Area from 2003 to 2017, said he did not receive any complaints about rockfall during that time. He said the project as proposed will have a negative effect on the area's scenery, wildlife, and visitor experience, and he asked that it be removed from the TIP.

Tara Mezzanotte, a resident of Knowlton Township, read a statement by her husband, a construction professional. She said the I-80 Rockfall project cannot be executed without a lane closure and resulting gridlock in the area.

Sergio Moncada, National Parks Conservation Association, said the multi-year project will have a negative impact on visitor experience and business revenues associated with the Delaware Water Gap (DWG) Park, which he said is the 11th most visited in the nation. He asked that the project be removed from the TIP.

Lance Prator, Mayor, Portland, Pennsylvania said the project will also have a negative impact on the economy of the Pennsylvania side of the park.

Kevin Duffy, Mayor, Hardwick Township, said his opposition is based on an undemonstrated need, spiraling cost, and a permanent impact on the aesthetics of the DWG. He said the project will impact traffic on both sides of the Delaware River and impede the activities of law enforcement and first responders who must get to the scene of crashes and move people to Pennsylvania hospitals. He said he knew of only one rockfall related fatality in 16 years and he questioned NJDOT data on rock-related incidents.

Adele Starrs, Mayor, Knowlton Township, said NJDOT's high ranking of the project reflects the volume of cars carried by the highway and not the frequency of rockfalls. She said NJDOT is not cooperating with stakeholders at the level it claims and has not provided various documents that have been requested under the Open Public Records Act. Knowlton is one of the two towns through which the project will be constructed. Mayor Starrs said the town's residents do not believe there is a rockfall problem, and the NJDOT has provided insufficient justification for the project and should focus instead on mitigating speed-related accidents on the segment of Route I-

80 in question. The Mayor pointed out widespread opposition to the project, and she asked that the project be removed from the TIP pending further analysis.

Tim Sevenser, Transit Village of Mount Tabor and member of the New Jersey Association of Rail Passengers, said that transportation investments in the TIP for roadway expansion would be better spent on expanding transit rail, buses, shuttles, bikeways, etc. He noted that New Jersey has many inactive rail rights-of-way.

Hal Bromm, Chair, Knowlton Township Historic Commission, said the I-80 project will have a negative impact on numerous historic resources, natural geologic landmarks, and scenic view corridors within and beyond the township. He said the park is an important economic engine for the area and asked that the project be removed from the TIP until it can be better developed.

Hunterdon County Freeholder Matthew Holt said the TIP includes two rockfall projects on Routes 29 and 78 in Hunterdon County, and the public there is concerned. He said he is not in favor of removing projects from the TIP at this stage in the process because of the impact such a move could have on the construction schedules for other projects. He advocated for the process of review and amendment instead, which happens frequently. To Freeholder Sarnoski, he said he will have the Hunterdon County Engineering Department reach out to their counterparts in Warren County and to NJDOT to review the rockfall projects. He noted that the I-80 project is still in an early phase and may still need further development and adjustments. He said the members of the public who came to express their concerns make a strong case for further analysis, and the project must be done cost effectively and with minimal impact.

Mr. Russo reiterated that NJDOT is conducting an Environmental Assessment; there will be a public hearing in 2020; and the project cannot advance to the Final Design phase without it.

Chairman Estrada thanked all who came to talk and expressed optimism that continued stakeholder communication will help resolve issues with the project. He agreed with Freeholder Holt that the TIP should be approved intact and be adjusted accordingly to resolve remaining issues.

Tom Drabic, Sussex County, asked if various alternatives are analyzed as part of an environmental assessment, and Mr. Russo said multiple alternatives are examined during the Concept Development process, and the selected alternative is not the ultimate design, which evolves as a result of community input.

Barkha Patel, Jersey City, asked if by approving the TIP with the Route 80 project, the Board is ensuring that the project will continue no matter what alternative is chosen and how much stakeholder opposition there is. Mr. Colangelo-Bryan said a project's inclusion in the TIP does not proscribe a specific outcome. Chairman Estrada said various elements of projects can and do change.

The motion to approve the resolution carried with 17 affirmative votes. Somerset and Warren counties cast negative votes, and the Citizen's Representative abstained.

Action Item 3: Approval of the FY 2020 NJTPA Local Concept Development Phase (Attachment 4)

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

Planning and Economic Development – Freeholder John W. Bartlett, Chair

Freeholder Bartlett thanked the local officials who came to express their opinions. He said he supported approval of the TIP in the interest of keeping the nearly \$2 billion worth of projects in the region moving. He said he is looking forward to working with his colleagues to respond to local concerns about the Route 80 project.

The Freeholder reported that the Committee considered two action items at the August joint meeting. First the Committee recommended approval of the Fiscal Year 2020 Study and Development Program. The Program consists of projects in the early phases of development, which includes planning, environmental reviews, and other activities that prepare projects to be considered for federal funding. He said 18 projects in the previous year's program graduated into the draft TIP, and this year's program includes 44 new projects, 46 continuing projects that are progressing to Preliminary Engineering, and five projects that were reprogrammed from the 2018 TIP to allow for additional work.

Freeholder Bartlett said the Committee also recommended approval of the NJTPA Title VI Implementation Plan, which documents how the NJTPA complies with federal regulations to ensure that traditionally underserved populations are included in the planning process and have access to Metropolitan Planning Organization (MPO) activities. He said the NJTPA plan establishes a framework for compliance with Title VI of the Civil Rights Act of 1964 and related statutes, such as Environmental Justice. It demonstrates a commitment to providing opportunities for involvement by all people in the region, particularly for minorities, senior citizens, the disabled, those with low incomes or limited English proficiency and people in zero-vehicle households.

Freeholder Bartlett said that, also at the meeting, Central Staff announced the UpNext Advisory Group program, which will give young adults a better voice in the work of the NJTPA, including input into the next long-range plan. He said more than 40 people from 10 subregions in the 18- to 30-year-old age range have applied to join, and the NJTPA hopes to have at least one representative from each subregion. A fall kickoff event is planned. More information about UpNext is available on the NJTPA website.

Action Item 4: Approval of the FY 2020 Study and Development Program (Attachment 5)

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

Action Item 5: Approval of the NJTPA Title VI Implementation Plan (Attachment 2)

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

Freight Initiatives – Freeholder Charles Kenny, Chair

Freeholder DeFillippo, who is a member of the Freight Initiatives Committee, gave the Committee report. She thanked the members of the public who came to talk about the Route 80 project and who called and sent correspondence to her, as Chair of the Project Prioritization Committee, prior to the meeting. She said deliberations came down to the importance of keeping the projects funded in the TIP moving forward. The Freeholder noted that communication among Warren County, the affected municipalities and NJDOT will continue, and she is optimistic that cooperation will result in a project most will be pleased with.

The Freeholder presented the Freight Initiatives Committee report on behalf of Freeholder Kenny. She said that, at the August Freight Initiatives meeting, Central Staff provided a demonstration of the updated NJTPA Freight Planning web page, including statistics on regional goods movement, the Freight Activity Locator tool and the Goods Movement Strategies for Communities tool, which is being beta tested. She said this tool helps communities find proven solutions to their truck-related issues. The website also includes findings of the Freight Rail Industrial Opportunities (FRIO) Corridors Program, which identified physical impediments to national standard freight rail access. Work on advancing solutions to the impediments is underway in collaboration with NJ TRANSIT, NJDOT, and the railroads.

Freeholder DeFillippo said Staff also reported on the Freight Concept Development Program Project Intake Process, which will select at least two freight projects for implementation, after preliminary screening, scoring, and consultation with the subregions. The program was designed to advance freight projects that do not have a specific path through the established project pipeline.

The Freeholder said the Committee also heard from Chris Lamm, of Cambridge Systematics, who is leading the NJTPA's 2050 Freight Forecast Study, which aims to develop an accurate picture of the region's freight activity out to 2050. He provided an overview of the study methodology, which builds on the 2040 Freight Industry Level Forecasts and enhances other NJTPA freight efforts. This update will include new data sources and an e-commerce element.

Freeholder DeFillippo said Amanda Sea Valdés, of the Port Authority of New York & New Jersey, gave a presentation on the activities of the Council on Port Performance Supply Chain Analysis Work Group. The group consists of a cross-section of truckers, importers, terminal operators, warehouse operators, ocean carriers, and others. The group researches and evaluates the port supply chain network and identifies potential improvements for efficiency and productivity. It also educates port users on the complex supply chain. One of the group's initiatives, the Terminal Information Portal System, addresses the need for real-time shared information. The system is a single consolidated web portal for the six container terminals at the port.

The Freeholder said that, also at the meeting, NJDOT announced that it is accepting grant applications for the FY 2020 Rail Freight Assistance Program. This is the second year the program that will provide \$25 million, statewide, for freight related infrastructure projects.

Also at the August meeting, Freeholder DeFillippo announced that the “hole-in-the-wall” bridge clearance issue in Phillipsburg in Warren County had been addressed by the rail operator using new steel tie technology. As a result, many freight rail users in Warren and Morris County can now receive national standard rail cars. She noted that other impediments are being assessed in the Freight Concept Development effort, and if addressed, both counties could soon have full national freight rail access, a major achievement for the region.

(I) Federal Policy Update – Freeholder Matthew Holt

Freeholder Holt reported that the U.S. Senate’s Environment and Public Works Committee approved the first piece of draft legislation connected to transportation reauthorization – “American’s Transportation Infrastructure Act of 2019.” He said the bill only addresses highway funding due to the division of responsibilities for transportation among Senate committees. The Freeholder noted that final highway reauthorization legislation could look very different once it incorporates any future House bill.

The Freeholder said the bill contains some potentially significant items for MPOs in general and for the region in particular. There is a strong focus on improving pedestrian safety, an ongoing area of concern in New Jersey. The draft bill contains transportation-related programs aimed at reducing carbon emissions, including an emphasis on expanding electric vehicle charging infrastructure. The bill explicitly states that MPOs that share an urbanized area – such as the NJTPA, NYMTC, and several agencies in Connecticut – are not required to assemble a common long-range plan or Transportation Improvement Program.

Freeholder Holt said other encouraging signs include stronger roles for MPOs in the Transportation Alternatives Program and statewide freight planning. He said the bill calls for a total authorization of \$287 billion for the Highway Trust Fund over five years, a significant increase over current levels. However, the Senate Finance Committee has not yet developed a funding plan. At this time there is no clear indication of when the House Transportation and Infrastructure Committee will issue its own reauthorization proposal.

J) Public Participation

Angela Andersen and Paul Vereb, Long Beach Township, Ocean County, thanked the Board for supporting the Long Beach Island shuttle system, which received preliminary funding for a pilot in 2015. They said the town received half the funding they asked for and got approval for three replacement shuttle vehicles totaling \$195,000, which they look forward to receiving. They presented the Board with a plaque to show the town’s appreciation, citing the milestone of 500,000 rides given on the shuttle. Ms. Andersen and Mr. Vereb also noted how pleased the town was with the Street Smart campaigns conducted there.

Mayor Starrs asked for clarification about the best time along a project's timeline to try to affect a change. She said early opposition was responded to with statements that there would be future opportunities to comment, and later comments were met with statements that it was too late. Chairman Estrada said earlier intervention is best. He said NJDOT is open to comment, and if people think they are not listening, the NJTPA Board can see that they do.. However, he said, listening does not necessarily ensure a desired outcome. He said, while the Board does not want to remove the project from the TIP for the reasons previously stated, there is still the amendment process to affect change.

Mr. Sevenser advocated using solar panel technology instead of natural gas to power the NJ TRANSITGRID to be built in Kearny. Mr. Donahue and Mr. Rodriguez agreed.

K) Time and Place of Next Meeting

Chairman Estrada announced that the next meeting of the NJTPA will be held on Monday, November 12, 2019 at 10:00 a.m., at the NJTPA offices at One Newark Center, Newark, NJ.

L) Adjournment

At 12:30 p.m. a motion to adjourn was made by Middlesex County, seconded by Passaic County and carried unanimously.

Attachment 1

NORTH JERSEY TRANSPORTATION PLANNING AUTHORITY, INC.**Meeting of the Board of Trustees****Attendance Record: September 9, 2019**

Subregion/Agency	Voting Members/Alternates	Staff & Others
Bergen County	Peter Botsolas	Joseph Baladi
Essex County	David Antonio	
Hudson County	Byron Nicholas	
Hunterdon County	Hon. Matthew Holt	
Jersey City	Barkha Patel	
Middlesex County	George Ververides	
Monmouth County	Teri O'Connor	Joseph Ettore
Morris County	Hon. Kathy DeFillippo Gerald Rohsler	
Newark	Phillip Scott	
Ocean County	Hon. Virginia Haines	John Ernst
Passaic County	Hon. John Bartlett	
Somerset County	Hon. Brian Levine Walt Lane	
Sussex County	Tom Drabic	
Union County	Hon. Angel G. Estrada Hon. Bette Jane Kowalski	Liza Betz John Witsch
Warren County	Hon. Jason Sarnoski David Dech	
Governor's Office	Lauren LaRusso	
NJDOT	Mike Russo	
NJ TRANSIT	Jeremy Colangelo-Bryan	
Port Authority of NY & NJ	Steve Brown	
Citizen's Representative	Jared Rodriguez	

Other Attendees	
Cory Hopwood	Cambridge Systematics
Jack Kanarek	Dewberry
Cyrenthia Ward	FTA
Bob Werkmeister	GPI
Kevin Duffy	Hardwick Township
Tara Mezzanotte	Knowlton Township
John Donahue	I80 Rockfall

Elias Guseman	Jersey City
Hal Bromm	Knowlton Township Historic Commission
Angela Andersen	Long Beach Township
Paul Vereb	Long Beach Township
Magdy Hagag	M. Baker International
Hon. Adele Starrs	Mayor, Knowlton Township
Tony Gambilonghi	Middlesex County
Roma Patel	Middlesex County
Dan Smith	Morris County
Frank Scarantino	Mott MacDonald
Sergio Moncada	National Parks Conservation Association
Tim Sevenser	New Jersey Association of Rail Passengers
Trevor Howard	City of Newark
Kimberly Singleton	City of Newark
Bruce Scruton	NJ Herald
Jim Lewis	NJDOT
Jessica Franzini	NJDOT
Erica Andrews	PBS39
Lance Prator	Portland Borough
Steven Wong	Sam Schwartz Consultants
Sam Schwartz	Sam Schwartz Consultants
Lou Luglio	Sam Schwartz Consultants
Valerie Discafani	Warren County
Various members of Central Staff	NJTPA

**DRAFT RESOLUTION: APPROVAL OF FY 2020 NORTH JERSEY
TRANSPORTATION PLANNING AUTHORITY SELF-
CERTIFICATION**

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 Metropolitan Transportation Planning Process in the NJTPA region is being carried out in conformity with all the requirements as set forth in the Moving Ahead for Progress in the 21st Century Act (MAP-21), the Fixing America's Surface Transportation Act (FAST Act), and other relevant federal legislation and regulations; and

WHEREAS, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) issued the final rule to the Metropolitan Planning regulations, effective June 27, 2016, amending 23 CFR 450 and 49 CFR 613 to incorporate revisions to the Metropolitan Transportation Planning Process, which reflect the passage of MAP-21 and the FAST Act; and

WHEREAS, the regulations call for a self-certification process to be established by States and MPOs; and

WHEREAS, 23 CFR part 450.336 specifies that concurrent with the submittal of the entire proposed Transportation Improvement Program (TIP) to U.S. Department of Transportation (USDOT) as part of the Statewide TIP (STIP) approval, MPOs shall certify that the metropolitan planning process is being carried out in accordance with all applicable requirements; and

WHEREAS, the NJTPA planning process is being conducted in accordance with all applicable requirements of:

- 23 U.S.C. 134 and 49 U.S.C. 5303-5306, which require a continuing, cooperative, and comprehensive transportation planning process that results in plans and programs that consider all transportation modes and supports community development and social goals;
- Sections 174 and 176(c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506(c) and (d)), and 40 CFR part 93, which require that implementation plans in metropolitan areas be in conformance with the requirements of the Clean Air Act, and require that the MPO not approve any project, program, or plan which does not conform to the aforementioned implementation plan; and

- Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000 d-1), 49 CFR part 21, and 23 CFR part 230, and the Title VI assurance executed by the State under 23 U.S.C. 324 and 29 U.S.C. 794;
- Executive Order 12898, discouraging programs, policies, and activities with disproportionately high and adverse human health or environmental effects on minority and low-income populations;
- Executive Order 13166, directing federal agencies, and recipients of federal funding, to provide meaningful language access to their services;
- 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex or age;
- Section 1101(b) of the FAST Act (Pub. L. 114-94) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
- 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and USDOT regulations “Transportation for Individuals with Disabilities” (49 CFR parts 27, 37, and 38);
- Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- Section 324 of title 23 U.S.C., regarding the prohibition of discrimination based on gender;
- Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities;
- The provisions of 49 CFR part 20 regarding restrictions on influencing certain Federal activities; and
- All other applicable provisions of Federal Law; and

WHEREAS, the Congestion Management Process requirements for non-attainment Transportation Management Areas have been met; and

WHEREAS, the FY 2020-2023 TIP includes a financial plan and has been fiscally constrained as required by Section 450.326 of the Metropolitan Transportation Planning and Programming regulations (title 23 U.S.C part 450); and

WHEREAS, the Metropolitan Transportation Planning Process, as carried out by the NJTPA, complies with 23 CFR 450 and 49 CFR 5303, including the preparation of:

- a Long Range Transportation Plan (LRTP), updated and adopted by the NJTPA every four years, describing a vision for the development of the region's transportation infrastructure over 25 years, which includes goals and objectives, analysis of regional trends and planned improvement projects;
- a TIP, updated and adopted by the NJTPA every two years, documenting proposed projects for a four-year fiscal period so that project funding can be secured, is consistent with the LRTP, financially constrained, and developed cooperatively with member agencies including state and local transit operators; and
- a Unified Planning Work Program (UPWP), updated annually and guided by the LRTP, identifying and describing urban transportation activities, programs and projects to be undertaken during the course of the fiscal year, including sufficient detail of who will perform the work, the schedule for completing work, the resulting products, proposed funding and a summary of the total amounts of federal and matching funds; and

WHEREAS, the Metropolitan Transportation Planning Process, as carried out by the NJTPA, includes:

- a performance-based planning approach to transportation decisions integrated into the development of the LRTP, TIP, Congestion Management Process, and other appropriate regional planning documents through coordination with state and federal partners for the development of performance measures and targets;
- project selection guidelines meant to ensure that the federal funds spent in the region support federal transportation goals and the region's LRTP, which are periodically reviewed and updated;
- consideration of air quality requirements;
- technical activities to the degree appropriate for the area and complexity of its transportation problems;

- identification of low-income and minority populations within the planning area to consider effects of the NJTPA planning process;
- a Public Engagement Plan, documenting how the NJTPA involves the public in transportation planning processes and how the agency gathers, processes, and uses public input when creating plans, with particular consideration to the needs of the traditionally underserved, such as low-income and minority households;
- documented procedures to address complaints related to Title VI of the Civil Rights Act of 1964, American Disabilities Act, and related statutes in compliance with federal regulation; and
- an annual listing of obligated transportation projects for which federal funds have been given in the preceding year, including bicycle and pedestrian projects; and

WHEREAS, the Metropolitan Transportation Planning Process in the NJTPA region covers, at a minimum, the urbanized area and the area likely to be urbanized in the period covered by the LRTP; and

WHEREAS, the responsibilities and procedures for carrying out a cooperative process have been identified in detail in the NJTPA UPWP, which incorporates planning activities to be undertaken by local governmental units, Transportation Management Associations, the New Jersey Department of Transportation (NJDOT), NJ TRANSIT, and the Port Authority of New York and New Jersey (PANYNJ); and

WHEREAS, the NJTPA complies with the NJDOT Disadvantaged Business Enterprises (DBE) policy as a recipient of NJDOT planning funds; and

WHEREAS, the NJTPA's Technical and Policy Committees include elected officials, providers of major modes of transportation, and appropriate state officials; and

WHEREAS, all NJTPA member agencies, NJDOT, NJ TRANSIT, PANYNJ, and the subregions, have endorsed, and agreed to the conduct of such activities as listed in the UPWP; 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 certifies that the requirements listed herein which govern the Metropolitan Transportation Planning Process in northern New Jersey are met in accordance with all the applicable Federal requirements.

BE IT FURTHER RESOLVED, that copies of this resolution be forwarded to the New Jersey Department of Transportation, NJ TRANSIT, and the New Jersey Department of Environmental Protection, for official submission to the Federal Highway Administration, Federal Transit Administration, and U.S. Environmental Protection Agency.

APPROVED

**DRAFT RESOLUTION: APPROVAL OF THE FY 2020 – FY 2023
TRANSPORTATION IMPROVEMENT PROGRAM AND
THE ACCOMPANYING AIR QUALITY CONFORMITY
DETERMINATION**

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, citizens, private transportation providers and all interested parties have had an opportunity to participate and have their views considered in the development and adoption of the Transportation Improvement Program (TIP); and

WHEREAS, this four-year TIP was developed based on the requirements as set forth in the Fixing Americas Surface Transportation (FAST) Act and other relevant federal legislation and regulations; and

WHEREAS, in order to comply with federal regulations for federal funding, the TIP is fiscally constrained; and

WHEREAS, the TIP is consistent with regional and state plans and policies; and

WHEREAS, the projects contained in the FY 2020 – 2023 TIP represent the region's priorities as set forth in the Long Range Transportation Plan (LRTP) for northern New Jersey; and

WHEREAS, this TIP includes Special Efforts for Senior and Disabled Persons as required by the Americans with Disabilities Act; and

WHEREAS, the NJTPA has incorporated air quality activities, as set forth in the Clean Air Act Amendments of 1990 (CAAA), into the ongoing planning process from which this TIP was developed; and

WHEREAS, the U.S. Environmental Protection Agency (USEPA), under the authority of the CAAA, has designated the northern New Jersey region as among the areas in the United States to be in non-attainment with the National Ambient Air Quality Standards (NAAQS) for ozone (measured by emissions of its precursors: nitrogen oxides (NO_x) and volatile organic compounds (VOCs)), in maintenance for fine particulate matter (PM_{2.5}), and in maintenance for carbon monoxide (CO); and

WHEREAS, the transportation plans and programs developed by the NJTPA are required to conform to the purposes of the State Implementation Plan (SIP) as stipulated in sections 174 and 176 (c) and (d) of the Clean Air Act (42 U.S.C. 7504, 7506 (c) and (d)); and

WHEREAS, the Federal Highway Administration (FHWA) and the USEPA issued an updated set of regulations in September 2018, known as the “Final Rule”, that prescribes the necessary emissions analysis and procedures to be performed on transportation plans and programs to determine their impact on air quality; and

WHEREAS, the Final Rule requires that the NJTPA determine that its transportation plans and programs conform with the CAAA requirements by meeting criteria described in the Final Rule, which include a detailed Conformity Determination; and

WHEREAS, the Conformity Determination is the outcome of intensive modeling, interagency consultation, and a public outreach process in accordance with the prescriptions of the Final Rule; and

WHEREAS, the results of the required emissions analysis of Plan 2045 and the FY 2020 – 2023 TIP show that the implementation of the projects contained therein will result in emissions of VOCs, NO_x, and PM_{2.5} in each analysis year that are less than the corresponding emissions budgets contained in the SIP, thus meeting the tests for the northern New Jersey non-attainment and maintenance areas; 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 FY 2020 – 2023 Transportation Improvement Program and the accompanying Air Quality Conformity Determination.

BE IT FURTHER RESOLVED that copies of this resolution be forwarded to the New Jersey Department of Transportation, NJ TRANSIT and New Jersey Department of Environmental Protection for submission to the Federal Highway Administration, Federal Transit Administration and U.S. Environmental Protection Agency.

DRAFT RESOLUTION: APPROVAL OF THE FY 2020 NJTPA LOCAL CONCEPT DEVELOPMENT PHASE STUDIES

WHEREAS, the North Jersey Transportation Planning Authority (NJTPA), Inc. is the Metropolitan Planning Organization (MPO) responsible for updating the Transportation Improvement Program (TIP) for the northern part of New Jersey as required by 23 CFR 450; and

WHEREAS, the Local Capital Project Delivery (LCPD) Program is a competitive program which provides funding to NJTPA Subregions—the 15 city and county members of the NJTPA—to prepare proposed transportation projects for eventual construction with federal and/or state funding; and

WHEREAS, this preparation involves completing the multi-step Capital Project Delivery Process which was developed by the New Jersey Department of Transportation (NJDOT); and

WHEREAS, this process is designed to streamline project development and provide a common and consistent framework for federally funded projects at the local, regional and State level; and

WHEREAS, the LCPD Program will provide subregions the opportunity to prepare proposed local transportation projects for eventual construction with federal funding; and

WHEREAS, all 15 subregions received a solicitation notification in December 2018 inviting them to submit applications for the FY 2020 program; and

WHEREAS, the NJTPA received nine LCD applications from the NJTPA member subregions; and

WHEREAS, sponsors will identify and compare reasonable alternatives and strategies that address the purpose and need statement and select a preliminary preferred alternative (PPA); and

WHEREAS, once a concept development report is completed, the Interagency Review Committee (IRC) will determine whether the project can be advanced to the Preliminary Engineering phase; and

WHEREAS, the NJTPA and the selected subregion will jointly manage the consultant contract; and

WHEREAS, a Technical Review Committee comprised of Central Staff and the NJDOT Local Aid Offices reviewed all applications and recommended the attached list of projects based on the established criteria and field visits; and

WHEREAS, no action authorized by the NJTP A 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 attached list of Local Concept Development Program studies to be funded for FY 2020.

BE IT FURTHER RESOLVED that copies of this resolution be forwarded to the New Jersey Department of Transportation, Federal Highway Administration and to the subregions of the selected applicants.

APPROVED

**Recommended Studies for the FY 2020 Local Concept Development Phase
of the Local Capital Project Delivery Program (LCPD)**

1. **Bergen County – Oradell Avenue Bridge over the Hackensack River – Borough of Oradell**
This study will identify and compare conceptual alternatives in order to determine a preliminary preferred alternative for the existing structurally deficient and functionally obsolete structure. The bridge was built in 1904 and had was rehabilitated in 1970 and 1995. The bridge has a sufficiency rating of 42.8.

Funding recommendation: \$450,450
2. **Middlesex County – County Route 516, Old Bridge – Matawan Road Bridge over Lake Lefferts – Old Bridge Township, Matawan Borough, Aberdeen Township**
This study will identify and compare conceptual alternatives in order to determine a preliminary preferred alternative for the 1929 functionally obsolete bridge. The bridge has a sufficiency rating of 43.

Funding recommendation: \$335,260
3. **Monmouth County – Corlies Avenue Bridge (O-12) over Deal Lake – Borough of Allenhurst, Township of Ocean**
This study will identify and compare conceptual alternatives in order to determine a preliminary preferred alternative for an existing timber bridge built in 1941. The original superstructure was replaced in the 1970s and has a sufficiency rating of 42.7.

Funding recommendation: \$500,230
4. **Morris County – East Main Street, CR 644 Bridge over Rockaway River – Rockaway Borough**
This study will identify and compare conceptual alternatives in order to determine a preliminary preferred alternative for the existing three span masonry and concrete arch fill. The bridge was originally built circa 1840 and rehabilitated in 1964 and 1993. The bridge has a sufficiency rating of 48.1.

Funding recommendation: \$661,050
5. **Somerset County – Great Road, CR 601 Bridge over Bedens Brook (D0105) – Montgomery Township**
This study will identify and compare conceptual alternatives in order to determine a preliminary preferred alternative for a 2-span weathering steel stringers with open steel grid deck supported on concrete abutments and pier. The bridge was built in 1983 and has a sufficiency rating of 50.2.

Funding recommendation: \$458,860

RECOMMENDED LOCAL CONCEPT DEVELOPMENT PHASE TOTAL: \$2,405,850

**DRAFT RESOLUTION: APPROVAL OF THE FY 2020 STUDY AND
DEVELOPMENT PROGRAM**

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 part of its responsibility to establish regional investment priorities, has worked cooperatively with its member agencies in the development of NJTPA's Long Range Transportation Plan (LRTP); and

WHEREAS, the LRTP includes the identification of transportation needs and strategies to address them; and

WHEREAS, in order to develop these strategies into candidate projects for the Transportation Improvement Program (TIP), the New Jersey Department of Transportation (NJDOT), NJ TRANSIT and other sponsoring agencies must conduct Concept Development and Project Development work to prepare projects for the TIP; and

WHEREAS, the FY 2020 Study and Development (S&D) Program has been developed through a cooperative planning effort based on regional priorities and subregional involvement emanating from the LRTP; and

WHEREAS, the NJTPA, NJDOT and NJ TRANSIT will work cooperatively to monitor the progress of all S&D projects contained in the program to ensure that these future candidates for the TIP are proceeding expeditiously; and

WHEREAS, the NJTPA pursuant to 23 U.S.C. 134 et. seq. and 49 U.S.C. 5303-5306 et. seq. is responsible for the development of the Unified Planning Work Program (UPWP) to guide the transportation planning process in northern New Jersey; and

WHEREAS, these Concept Development and Project Development work activities anticipated for FY 2020 are included in the attached Study and Development (S&D) Program, which is included as Chapter IV of the UPWP; and

WHEREAS, the UPWP describes all transportation and transportation-related planning activities to be undertaken by NJTPA Central Staff and NJTPA member agencies; and

WHEREAS, the FY 2020 UPWP was approved by the NJTPA on March 11, 2019; 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 attached FY 2020 S&D Program.

BE IT FURTHER RESOLVED that the attached S&D Program be included in the FY 2020 UPWP as Chapter IV ("Other Regional Transportation Planning Activities, Section III NJTPA Study and Development Program").

BE IT FURTHER RESOLVED that additions, deletions or any significant changes to the attached FY 2020 S&D Program require action of the NJTPA Board of Trustees.

BE IT FURTHER RESOLVED that NJDOT, NJ TRANSIT and all other sponsoring agencies shall provide status reports for the projects contained herein to the NJTPA.

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

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

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 sub recipient 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 is responsible for the development and implementation of 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

WHEREAS, the NJTPA developed the Title VI Implementation Plan that provides a detailed look at the demographic composition of the region, while including ways in which the NJTPA will maintain, monitor and analyze information to ensure compliance with FTA and FHWA civil rights mandates; 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; and

NOW, THEREFORE, BE IT RESOLVED, that the North Jersey Transportation Planning Authority hereby approves the NJTPA's draft 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.

Attachment G.1.
November 12, 2019

**DRAFT RESOLUTION: MINOR AMENDMENT TO THE FY 2020 – 2023
TRANSPORTATION IMPROVEMENT PROGRAM AS
REQUESTED BY THE PORT AUTHORITY OF NEW
YORK & NEW JERSEY TO UTILIZE DISASTER
RECOVERY AND RESILIENCE PROGRAM FUNDING**

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 Fiscal Year (FY) 2020 – 2023 Transportation Improvement Program (TIP) on September 9, 2019; and

WHEREAS, the NJTPA is anticipating approval of the FY 2020 – 2023 State Transportation Improvement Program (STIP), which includes the NJTPA TIP, by the United States Department of Transportation; 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 Port Authority of New York & New Jersey (PANYNJ) is requesting the addition of a project: Replacement of Harrison Station South West Head House and Platform (DB# PA1910) to be programmed with federal (Section 5324) funds; and

WHEREAS, the PANYNJ is recommending the reprogramming of Section 5324 funding from unobligated FFY 2019 funds and from the following project: Trackwork Repair and Restoration (DB# PA1419) to support the reinstated 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 Port Authority of New York & New Jersey for submission to the Federal Transit Administration upon USDOT certification of the FY 2020 State Transportation Improvement Program.

Summary of Action

Minor Amendment to the FY 2020 - 2023 Transportation Improvement Program As Requested by the Port Authority of New York & New Jersey to Utilize Disaster Recovery and Resilience Program Funding

Action: In order to advance the following project, the Port Authority of New York & New Jersey (PANYNJ) has requested amending the Fiscal Year (FY) 2020 – 2023 TIP to program federal funds.

Background: According to the *TIP Memorandum of Understanding*, 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 action is required by the NJTPA Project Prioritization Committee and the NJTPA Board of Trustees. The following revisions are for the utilization of Disaster Recovery and Resiliency Program federal funds (Section 5324 Public Transportation Emergency Relief Program Funds) and PANYNJ matching funds. They are exempt from an air quality conformity determination and do not impact the current conformity determination.

Minor Amendment of Harrison Station South West Head House and Platform, Hudson County DB# PA1910

This project is able to advance in Federal Fiscal Year (FFY) 2020 and can be funded with available resources from the program listed below (in FFY 2020, \$9.515 million of federal SECT 5324 funds and \$1.057 million of PANYNJ funds) and from unobligated FFY 2019 funds originally programmed to DB# PA1910 (\$31.200 million of federal SECT 5324 funds and \$3.470 million of PANYNJ funds). The delay from FFY 2019 resulted from State Historic Preservation Office (SHPO) comments on the reconfiguration of the Harrison Station. Additional funding requests result from refined engineering estimates.

Modifications:

- **Trackwork Repair and Restoration, Hudson and Essex Counties DB# PA1419**
There has been a reduction in the anticipated project cost; therefore, funds are available for the advancement of DB# PA1910 (in FFY 2020, SECT 5324 funds are reduced by \$9.515 million and PANYNJ funds are reduced by \$1.057 million).

The attached documents provide further details on each of these projects.

Justification for Action: Approval of this minor amendment to the FY 2020 – 2023 TIP will allow the funds to be secured and the project to advance.

Staff Recommendation: Central Staff recommends approval of this action.

PENDING ACTION

NJTPA

Transportation Improvement Program Fiscal Years 2020 - 2023

Routes: Mileposts: N/A DBNUM: PA1419

Name: Trackwork Repair and Restoration

This program element includes repair or replacement of track work, ties, welded rail, power rail, breakers, cabling, heater crossovers, drainage and related equipment within the entire PATH right of way and in stations including but not limited to Hoboken and Exchange Place Station for program elements such as but not limited to the replacement of the Hoboken under-platform fans, and the Exchange Place Pump Room projects to repair damaged infrastructure by floodwaters and related debris as well as saltwater damage.

Counties: Hudson Essex

Municipalities: Various

Project Type:

RCIS Category: Transit Preservation

Sponsor: PANYNJ

Est. Total Project Cost: (Million)

TIP:

CURRENT

FY 2020 - 2023 TIP Cost: (Million) \$16.046

Unconstrained
Information Year

MPO	PHASE	SOURCE	2020	2021	2022	2023	2024-2029
NJTPA	CON	PANYNJ	\$1.605				
NJTPA	CON	SECT 5324	\$14.441				
			\$16.046				

PENDING

FY 2020 - 2023 TIP Cost: (Million) \$5.474

Unconstrained
Information Year

MPO	PHASE	SOURCE	2020	2021	2022	2023	2024-2029
NJTPA	CON	PANYNJ	\$.548				
NJTPA	CON	SECT 5324	\$4.926				
			\$5.474				

DATE SUBMITTED: 10/14/2019

PENDING ACTION

NJTPA

Transportation Improvement Program Fiscal Years 2020 - 2023

Routes: **Mileposts:** N/A **DBNUM:** PA1910

Name: Replacement of Harrison Station South West Head House and Platform

Replace Harrison Station South West head house and platform to provide a new flood resilient head house and platform. The investment will protect the critical elements of the station from damage in the event of another major storm.

Counties: Hudson

Municipalities: Harrison Town

Project Type:

RCIS Category: Not Available

Sponsor: PANYNJ

Est. Total Project Cost: (Million)

TIP:

PENDING

FY 2020 - 2023 TIP Cost: (Million) \$45.242

Unconstrained
Information Year

MPO	PHASE	SOURCE	2020	2021	2022	2023	2024-2029
NJTPA	CON	PANYNJ	\$4.527				
NJTPA	CON	SECT 5324	\$40.715				
			\$45.242				

DATE SUBMITTED: 10/14/2019

Attachment G.2.
November 12, 2019

DRAFT RESOLUTION: SUPPORT FOR 2020 SAFETY PERFORMANCE MEASURE TARGETS SET BY THE NEW JERSEY DEPARTMENT OF TRANSPORTATION IN COLLABORATION WITH THE NJTPA AND OTHER METROPOLITAN PLANNING ORGANIZATIONS IN NEW JERSEY

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; that each MPO shall establish performance targets that address the performance measures, tracking progress toward attainment of critical outcomes for the region; and that each MPO shall integrate those targets into their planning documents and processes; and

WHEREAS, the Federal Highway Administration (FHWA) published the final rule, (23 CFR Part 490), on the Highway Safety Improvement Program (HSIP) on April 14, 2016, requiring the New Jersey Department of Transportation (NJDOT) to annually develop and adopt targets assessing number of motor vehicle crash-related serious injuries and fatalities; serious injuries and fatalities per vehicle miles traveled (VMT); and number of serious injuries and fatalities of non-motorized users; and

WHEREAS, on May 27, 2016 the Federal Highway Administration (FHWA) issued a final rule on metropolitan planning (23 CFR 450 & 771 and 49 CFR 613), under which MPOs must adopt safety targets by February 27, 2018 and each year thereafter; and

WHEREAS, the final rule also requires that MPOs coordinate with NJDOT to set performance targets for the specified measures and integrate those targets into their planning documents and processes; and

WHEREAS, the NJTPA coordinated with NJDOT, the New Jersey Division of Highway Traffic Safety, and the other MPOs in New Jersey on analyzing trends and developing appropriate safety targets; and

WHEREAS, the final rule on metropolitan planning states that MPOs have the option to (1) agree to program investments in support of NJDOT's targets, or (2) set their own quantifiable targets; and

WHEREAS, the statewide targets appropriately reflect and will serve as suitable benchmarks for the planning goals and desired outcomes for the projects and programs of the NJTPA Long Range Transportation Plan and Transportation Improvement Program; 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; and

NOW, THEREFORE, BE IT RESOLVED, that the NJTPA hereby supports the 2020 statewide targets for each of the safety performance measures set by NJDOT from the National Performance Management Measures: Highway Safety Improvement Program (HSIP); Final Rule (23 CFR 490); and

BE IT FURTHER RESOLVED, that the NJTPA will program investments that support the achievement of the performance targets in support of the NJDOT HSIP; and

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

Summary of Action

Support for 2020 Safety Performance Measure Targets Set by the New Jersey Department of Transportation in Collaboration with the NJTPA and Other Metropolitan Planning Organizations in New Jersey

Action: Support for 2020 Safety Performance Measure targets set by NJDOT in collaboration with NJTPA and other MPOs in New Jersey. The NJTPA will program projects that will help the state meet these targets.

Background: FHWA established national performance measures for the purpose of carrying out the Highway Safety Improvement Program (HSIP) and for State DOTs and MPOs to use in assessing serious injuries and fatalities. Since 2017, State Departments of Transportation (DOTs) and Metropolitan Planning Organizations (MPOs) must annually create and report performance data on safety targets for these measures as required by federal Safety Performance Management rules. Federal Highway Administration (FHWA) will assess whether State DOTs have met or are making significant progress toward their targets.

The five safety performance measures are the five-year rolling averages of:

- Number of Fatalities
- Rate of Fatalities per 100 million Vehicle Miles Traveled (VMT)
- Number of Serious Injuries
- Rate of Serious Injuries per 100 million VMT
- Number of Non-motorized Fatalities and Non-motorized Serious Injuries

These measures include crashes on all public roads regardless of functional classification or ownership.

On August 31, 2019, NJDOT set annual targets for the calendar year 2020 in its HSIP Annual Safety Report (ASR) submitted to FHWA. The NJTPA is required to establish targets 180 days after NJDOT, by either establishing a specific numeric target or targets for the NJTPA region, or by agreeing to plan and program projects that support the attainment of the state targets.

NJDOT's statewide safety targets for the five measures were established based on a collaborative process with the New Jersey Division of Highway Traffic Safety and the three New Jersey MPOs. The targets were set after analyzing past trends in crash data and are consistent with the New Jersey Strategic Highway Safety Plan (SHSP) long-term goal of reducing serious injuries and fatalities annually by an average of 2.5 percent. The 2018 baseline and 2020 targets are shown in the following table.

New Jersey Statewide 2018 Baseline and 2020 Targets for Safety Performance Measures

PERFORMANCE MEASURE	2018 BASELINE 2014–2018 (5 YEAR ROLLING AVERAGE)	2020 TARGET 2016–2020 (5 YEAR ROLLING AVERAGE)
Number of Fatalities	581.6	582.8 ³
Fatality Rate	0.759 ¹	0.744
Number of Serious Injuries	1110.8 ²	1167.9 ⁴
Serious Injury Rate	1.449 ^{1,2}	1.489
Number of Non-Motorized Fatalities and Serious Injuries	392.7 ¹	407.9 ⁵

¹ Based on projected VMT for 2018, as final data not yet available.

² Based on projected Serious Injuries for 2018, as final data not yet available.

³ Based on an overall decrease of 0.9% in annual fatalities, from 565 in 2018 to 560 in 2020.

⁴ Based on an overall decrease of 6.4% in annual serious injuries, from a projected 1,270 in 2018 to 1,189 in 2020.

⁵ Based on an overall decrease of 4.4% in annual non-motorized fatalities and serious injuries, from a projected 424 in 2018 to 410 in 2020.

As noted in the footnotes above, the targets for the 2016–2020 five-year averaging period represent slight increases over the 2014–2018 (baseline) averages for all of the “number of” measures (but not the “rate” measures). However, these targets still imply a reduction in the annual fatalities, serious injuries, and non-motorized fatalities plus serious injuries in 2020 (compared to the 2018 annual value). The targets for the rate of fatalities (per 100 million vehicle miles traveled) and the rate of serious injuries measures represent a reduction in both the five-year average and the annual values.

The NJTPA’s action on targets (either specific numeric targets or support for the state targets) is to be reported to NJDOT and must be available to FHWA, if requested. While the NJDOT can face corrective actions for failing to meet or make substantial progress toward meeting their statewide safety targets, no specific regulatory penalties apply to MPOs. (Each year that FHWA determines a State has not met or made significant progress toward meeting its performance targets, the State will be required to use obligation authority equal to the baseline year HSIP apportionment only for safety projects. States must also develop a HSIP Implementation Plan, documenting how they plan to meet their targets in the future.) The ramifications of not meeting statewide targets were factored into the decision-making process for establishing the targets.

Preliminary data shows that New Jersey has “met or made significant progress” toward NJDOT’s 2018 targets (which the NJTPA Board endorsed in November 2017). (FHWA’s formal determination will not be finalized until December 2019 and reported to NJDOT by March 2020.) The data demonstrates, for at least four of the five safety performance measures, that either the 2018 target was achieved or the 2018 value was less than that for 2016 (the “baseline” year for the 2018 targets). Specifically, the below table shows that New Jersey achieved three of the 2018 targets (number of fatalities, fatality rate, and serious injury rate). For the other two measures for which the target was not achieved, the actual value was better than the baseline for one (number of serious injuries), but not for the other measure (number of non-motorized fatalities and serious injuries).

**Preliminary New Jersey Significant Progress Determination for CY 2018 Targets
(As of April 5, 2019)**

PERFORMANCE MEASURE	2018 TARGET <i>2014–2018 (5 YEAR ROLLING AVERAGE)</i>	2018 ACTUAL <i>2014–2018 (5 YEAR ROLLING AVERAGE)</i>	2016 BASELINE <i>2012–2016 (5 YEAR ROLLING AVERAGE)</i>	TARGET ACHIEVED?	BETTER THAN BASELINE?	MET OR MADE SIGNIFICANT PROGRESS?
Number of Fatalities	586.0	581.6	571.0	YES	N/A	YES
Fatality Rate	0.778	0.759	0.762	YES	N/A	YES
Number of Serious Injuries	1105.0	1110.8	1135.6	NO	YES	YES
Serious Injury Rate	1.467	1.449	1.516	YES	N/A	YES
Number of Non-Motorized Fatalities and Serious Injuries	386.5	392.7	390.3	NO	NO	NO

Justification for Action: The NJTPA is required to establish safety targets within 180 days after they are identified by NJDOT, by either setting a specific numeric target or targets for the NJTPA region, or by agreeing to plan and program projects that support the attainment of the state targets. The statewide safety targets were developed in collaboration with NJTPA staff based on an analysis of historic crash data, and reflect the long-term goal of the SHSP to reduce serious injuries and fatalities annually by an average of 2.5 percent. Preliminary data shows progress in addressing prior targets. Given these factors, it is appropriate for the NJTPA to support the New Jersey statewide targets by agreeing to plan and program projects that help the state meet its targets.

Staff Recommendation: Central Staff recommends approval of this action.