



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

KATHRYN A. DeFILLIPPO, CHAIR

Board Meeting Minutes

March 9, 2020

A. Open Public Meetings Act Compliance

Morris County Freeholder and NJTPA Chair Kathy DeFillippo 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*. 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.

The Chair welcomed Freeholder Zack Rich, Alternate NJTPA Board Trustee representing Hunterdon County.

B. Salute to the Flag

Freeholder DeFillippo 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. (Attachment 1).

D. Approval of Minutes

A motion to approve the minutes of the January 13, 2020 meeting was made by Ocean County, seconded by Passaic County and carried with 16 affirmative votes. Hunterdon and Union counties abstained.

E. Chairman's Remarks

The Chair thanked the Board members for entrusting her with the position of Chair and said she is honored to serve and looks forward to working with all of them over the next two years. She recognized and thanked Board members who have agreed to serve as new Committee chairs and vice chairs:

- Project Prioritization Committee: Passaic County Freeholder John Bartlett, Chair, and Warren County Freeholder Jason Sarnoski, Vice Chair.
- Planning & Economic Development Committee: Ocean County Freeholder John Kelly, Chair, and Somerset County Freeholder Sara Sooy, Vice Chair.
- Freight Initiatives Committee: Middlesex County Freeholder Charles Kenny, Chair, and Sussex County Freeholder Joshua Hertzberg, Vice Chair.

Outlining some of her top priorities for her term, Freeholder DeFillippo said the region depends on a reliable and efficient transportation system that is critical to attracting employers to the state and enhancing quality of life by providing safe transportation to all travelers, regardless of their age, income, ability, or mode of choice. She said it is especially important to pursue transportation options for older populations and people with disabilities who have limited access to transportation options and for workers who need last-mile connections between transit stations and their workplaces.

The Chair said safety will continue to be a top priority as the NJTPA prepares to update its long-range transportation plan next year, including addressing critical infrastructure needs and focusing on ways to make streets safer for pedestrians and cyclists.

Freeholder DeFillippo said goods movement plays a critical role across northern New Jersey. In January, she attended the private sector freight roundtable discussion the NJTPA hosted as part of the long-range planning effort. Some of the private sector's top concerns included employee access to job sites and congestion at the port and on the roads. She noted that congestion remains a major concern not only for the freight sector, but also for the traveling public, and improving transit and supporting alternative modes, such as cycling and walking, can help address this. The Chair said a robust regional transit system is critical to addressing congestion, and the region needs to add capacity. She pointed out that the Federal Transit Administration rating of the Portal Bridge project was increased, making it eligible for federal funding and said she will continue to support federal funding for the Hudson Tunnel project.

In closing, Freeholder DeFillippo said she is honored to be moderating panels at the New Jersey TransAction Conference in April, and Freeholder Bartlett and Freeholder Kenny will also be leading sessions there. She noted that the NJTPA helps coordinate this conference, and it is a great opportunity to showcase the work of Central Staff and the Board.

F. Executive Director's Report

NJTPA Executive Director Mary D. Ameen thanked everyone who reviewed and commented on the draft Unified Planning Work Program (UPWP), which will guide the work of Central Staff and the subregions in Fiscal Year (FY) 2021 beginning July 1, 2020. Staff received valuable input on the draft, particularly from New Jersey Department of Transportation (NJDOT), Federal Highway Administration (FHWA), the subregions, the Citizens' Representative, and others. Ms. Ameen said the input helped to clarify some work tasks and broaden others to better address important regional issues.

Ms. Ameen noted that the federally mandated single audit of the NJTPA FY 2019 UPWP was completed this past quarter, and the Independent Auditors Report was distributed to the Board. She said there were no findings or questioned costs, which means the NJTPA is fulfilling all requirements and accountability standards in its use of federal funding.

Ms. Ameen thanked Freeholder Bartlett for kicking off the first field visit for UpNext North Jersey, the new advisory group of young adults. She said the Freeholder welcomed the group to a tour of Paterson Museum and the Great Falls in Passaic County in January, and the group shared their thoughts on how transit in North Jersey can be improved. Ms. Ameen said UpNext is already providing a better understanding of the millennial and Gen Z perspective on the future of the region, a necessary viewpoint that will inform the next long-range plan. The next UpNext session, focusing on walking and biking, will be held in Asbury Park on March 28. Ms. Ameen thanked Freeholder Thomas Arnone and Monmouth County staff who will participate.

Ms. Ameen said, in keeping with priorities set by the Board, the NJTPA continues to work diligently to enhance safety planning efforts. In February the NJTPA hosted a workshop on Proven Safety Countermeasures organized by FHWA and NJDOT.

Ms. Ameen said the NJTPA Local Safety and High Risk Rural Roads programs are succeeding, evidenced, for example, by a reduction in crashes by more than half in the three years after installation of a high-friction surface treatment on a Somerset County road compared to three years prior. She said similar countermeasures with positive results have been funded around the region, and the NJTPA will work with partners and the subregions to continue this progress and to help finalize the State's Strategic Highway Safety Plan.

Ms. Ameen said the NJTPA has helped municipalities and counties improve local travel conditions, operations and safety. The Street Smart NJ team is preparing the roll-out of pedestrian safety campaigns this spring in Fair Lawn, Fort Lee, Garwood, Highland Park, Holmdel and North Haledon. Work is also underway on the summer campaign at the Jersey Shore.

Ms. Ameen reported that staff recently presented on Road Safety Audits and on complete streets at the January New Jersey American Planning Association Conference. In February, they presented at the State Transportation Innovation Council on virtual public engagement initiatives used by the NJTPA and on its public engagement database, which is available on the agency website.

Ms. Ameen said the NJTPA just issued solicitations for the Local Mobility Initiatives Program, which supports local shuttles, and the Transportation Clean Air Measures Program, which supports partner-agency projects that reduce harmful emissions and benefit air quality. The details are posted on the NJTPA website (the agency held a public information session on March 12). Also, staff recently assisted in public information meetings for some Local Concept Development and subregional studies and are making demographic data available to assist in reaching underserved communities in these efforts.

Ms. Ameen announced that, on March 31, the NJTPA will host a NJDOT Division of Local Aid “Listening Session” — one in a series of sessions being held throughout New Jersey during March and April.

G. Committee Reports/Action Items

Project Prioritization – Freeholder John W. Bartlett, Chair

Freeholder Bartlett reported that the Committee considered six action items at the February joint meeting. First, the Committee recommended approval of projects for the FY 2021 Freight Concept Development Program, which advances regional and local freight initiatives that were identified through planning studies conducted by the NJTPA, its subregions, and other planning partners. He said thirty-seven candidate freight projects were scored, ranked, and submitted to the subregions for review. Following input from the subregions, two projects were recommended for Concept Development. They are the Berkshire Valley Road Truck Circulation Project in Roxbury, Morris County, and the Port Reading Secondary/South Main Street Grade Crossing Elimination Project in Bound Brook, Somerset County.

The Freeholder said the Committee also recommended approval of a set of four minor amendments to the FY 2020-2023 Transportation Improvement Program, as requested by NJDOT. Due to updated construction estimates, additional federal funding is needed for two projects:

- \$24.29 million for the Route 72, Manahawkin Bay Bridges project in Ocean County; and
- \$16.75 million for the Route 206, Doctors Way to Valley Road project in Somerset County.

Freeholder Bartlett said these costs can be covered while maintaining fiscal constraint through a shift in the funding schedule for construction of the Route 23, Route 80 and Route 46 Interchange project in Passaic and Essex counties. Also, federal funds previously allocated to the Route 171, Route 130 to Lincoln Avenue project in Middlesex County can be used because the project is now being fully funded with state resources.

The Freeholder said the Committee next approved a modification to add federal funds to the Route 206, Valley Road to Brown Avenue Project, also requested by NJDOT, and no further action is required. He said additional phases of work must be programmed for the project, moving the beginning of construction from FY 2021 to 2022. Funds are available in the Fiscal Constraint Bank to cover increased costs for right-of-way in FY 2020, utilities in 2021, and construction in 2022-2024

Freeholder Bartlett said The Committee also approved the federally required annual financial plan updates for three projects, and no further action is needed:

- The Route 3/Route 46 Valley Road and Notch/Rifle Camp Road Interchange project in Passaic County reflects a \$48.7 million increase in the total project cost to \$308.9 million. This increase is mainly due to construction change orders and a design change to include a full bridge replacement for the Route 46 Bridge over Lower Notch Road.

- The Route 72, Manahawkin Bay Bridges project in Ocean County reflects an increase of \$21.29 million to \$340.9 million, mainly due to increased utility relocations and updated cost estimates.
- The updated plan for the Route 206 Project in Somerset County reflects an increase of \$13.9 million to \$452.8 million, also due to utility relocations and updated cost estimates. The Committee approved these financial plan updates.

Action Item 1: (Attachment 2)

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

Action Item 2: (Attachment 3)

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

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

Freeholder Kelly thanked NJDOT and the Board for the work on Route 72, Manahawkin Bay Bridges, a very important project for Ocean County. He said that, at the February Joint Committee meeting, the Committee recommended approval of the FY 2021 UPWP. The document describes all regional transportation planning and related work being done by Central Staff, the subregions, and the Transportation Management Associations during the upcoming state fiscal year, which begins July 1, 2020.

The Freeholder said drafts of the UPWP and budget were distributed to the Board, RTAC, NJDOT, NJ TRANSIT, and the federal partners in December for review and comment. In addition to the helpful suggestions for enhancing or clarifying work tasks, NJDOT commended the NJTPA for assessing the potential impacts of new technologies and addressing civil rights requirements. He said the subregions were commended for efforts involving resiliency, trail networks and greenways, complete streets, electric vehicles, and safety. He thanked NJDOT for this feedback.

Freeholder Kelly noted some changes to the UPWP since the initial draft. In particular, the budget revenue assumptions were revised to correctly reflect the balance of PL funding available from prior work programs. Also, a new sub-task activity was added to assist NJDOT with data collection for the state's Model Inventory of Roadway Elements management system (MIRE).

The Freeholder said the committee also received an update on the development of the NJTPA long-range transportation plan, which will have a horizon year of 2050. He explained that the agency is required to update its plan every four years, which means the Board must adopt an updated plan by fall 2021. He said plan development will include public outreach around the region, special engagement efforts targeting underserved communities, forecasting and data analysis, a financial element, and more. Also, Central Staff is preparing white papers on various key topics leading up to the plan. Freeholder Kelly said this means that over the next year and a

half, the Board and subregions will have opportunities to think about and help shape the future of the region.

Action Item 3 (Attachment 4)

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

Freight Initiatives – Freeholder Charles Kenny, Chair

Freight Initiatives Committee (FIC) Vice Chair, Freeholder Joshua Hertzberg, Sussex County, reported on the activities of the February Freight Initiatives Committee. He said Central Staff reported on the two Freight Concept Development studies just approved by the Board, and he noted that the Freight Concept development program advances regional and local freight initiatives that do not have a ready path toward implementation through other programs. He said FIC previously approved the selection criteria that was used to evaluate and score 37 candidate projects. The list of projects was then submitted to the subregions for their review and input. He thanked all those who helped with the selection process.

In other business, Freeholder Hertzberg said Central Staff has begun work on updating freight aspects of the agency's long-range transportation plan, to include identifying strategies to address truck parking issues, such as helping drivers comply with federal hours of service rules, allowing them to better stage local pickups and deliveries, and guiding them to safe emergency parking.

The Freeholder said, as part of outreach for the long-range plan, in January, the NJTPA held a panel discussion featuring a cross-section of private sector supply chain executives who shared their opinions on freight trends, issues, and priorities. The results of the private sector panel were shared with public agency representatives at the February FIC meeting, and they added their own perspectives on freight issues. Freeholder Hertzberg said it was evident that the private and public sectors share many of the same concerns. All agreed that the region's economy is strong and that the freight sector benefits from serving a large and dense consumer market and that the region is well-served by its extensive port, air, and rail cargo facilities. He said it was also clear that the region has benefited from major investments, such as the raising of the Bayonne Bridge and the widening of the New Jersey Turnpike.

Freeholder Hertzberg said there was also agreement about challenges facing the region: aging infrastructure, truck congestion at the port and on the roadways, workforce shortages, and lack of last-mile job access for many, especially shift workers at large warehouses and distribution centers. FIC meeting participants identified the need for more and better public-private communication and collaboration, particularly related to industrial development, infrastructure improvements, and regulatory policies. They also saw the importance of workforce development and improving transit options. The Freeholder said the discussions were very valuable, and the NJTPA looks forward to working with all partners in addressing the issues raised as part of long-range planning.

H) Planning for 2050 Presentation: Electric Vehicle Programs Available to Local Governments

Andrea Friedman, New Jersey Department of Environmental Protection (NJDEP), said the New Jersey Energy Master Plan seeks to achieve 100 percent clean energy and an 80 percent reduction, below 2006 levels, in greenhouse gas emissions by 2050. The plan's transportation strategy includes nearly 100 percent electrification by 2050 and deploying an extensive network of electric vehicle (EV) charging infrastructure. Ms. Friedman briefed the Board on several resources available for implementing the plan's strategies at the state and local levels, enabled by the plug-in EV and charging infrastructure legislation (S2252) that became effective in January.

Ms. Friedman said the law established a ten-year, \$300 million rebate program for EV and in-home charger purchases and charging station infrastructure. Also, there is a state contract for five models of electric vehicles of varying classes, types, battery range and price. State cooperative purchase contracts are available to municipalities, counties, school districts, volunteer fire departments, volunteer first aid and rescue squads, county and state colleges, independent institutions of higher education, independent authorities, and quasi-state agencies (for details contact Andrea.Friedman@dep.nj.gov)

Other resources include:

- Climate Mayors EV Purchasing Collaborative for buying or leasing EVs and buying charging stations (see <https://driveevfleets.org/>)
- Clean Fleet EV Incentive Program through NJ Board of Public Utilities grant program for local government fleets (to inquire, email EV.programs@bpu.nj.gov)
- A rebate program for EV purchases and in-home EV chargers through the Board of Public Utilities (to inquire, email EV.programs@bpu.nj.gov)
- NJDEP Grant Program for EV charging stations (apply online at drivegreen.nj.gov/plugin.html)

Ms. Friedman noted that the NJTPA has published the [Alternative Fuel Vehicle Readiness - A Guidebook for Municipalities](#), and she provided URLs for useful EV websites: www.DriveGreen.nj.gov and <https://driveelectricus.com/>

Ms. Friedman said New Jersey's portion of the Volkswagen fraud settlement is \$72.2 million, including \$10.8 million for EV charging infrastructure (www.state.nj.us/dep/vw). She said that, in 2020, the state looks to streamline the local approval process for charging infrastructure, issue a second solicitation for Volkswagen settlement funding, and conduct strategic mapping of charging infrastructure across the state for planning purposes.

In answer to a question from Freeholder Matthew Holt, Hunterdon County, Ms. Friedman said the current NJDEP definition of an environmental justice (EJ) community is "low- and moderate-income urban communities." Freeholder Holt pointed out that the rate of vehicle miles traveled in rural areas is very high, and while the transportation needs of rural communities differ from those of urban areas, the EV and charging infrastructure incentive programs are a statewide distribution of funds and must be used to benefit them as well. Ms. Friedman acknowledged that some solutions that work in urban areas do not work in rural, and the NJDEP is having

discussions with partner states in the Northeast (such as Vermont) to see what they are doing to serve rural communities. She said the state is due to issue guidance for Executive Order 23 on EJ and, a fuller definition of an EJ community is expected. In the meantime, non-urban applicants for EJ projects can still make their case, because the NJDEP already knows what areas experience high emissions impacts, have a long history of environmental contamination, and are low- and moderate-income minority communities.

During the ensuing Q&A the following points were made:

- EVs are more expensive, up-front, than fossil fueled vehicles, but this is offset by the lower fuel cost per mile and savings on maintenance and operation.
- Local governments can purchase chargers that can be programmed for free or paid charging.
- Plug-in hybrid vehicles can be maintained by any maintenance workers trained to service regular hybrid vehicles, but all-electric vehicles require additional certification, or the work can be outsourced.
- The NJDEP is working with partners to investigate the issue of EV battery disposal and recycling. When batteries are no longer suitable for cars, they still can likely be used by utilities for stationary battery storage and other uses. Ms. Friedman said there is interest in a study of the issue.
- NJ TRANSIT has specified a step-up over a number of years in new purchases of transit EVs.
- One member of the public in attendance said he was surprised that electrifying rail is not included in the New Jersey Energy Master Plan.

J) Public Participation

Neile Weissman, Complete George, said he continues to urge the Port Authority of New York & New Jersey (PANYNJ) to grow its network of arterial bikeways, reevaluate its \$30 billion commitment to upgrade the region's airports, work with air carriers to accelerate the adoption of the CORSIA (Carbon Offsetting and Reduction Scheme for International Aviation) protocol to quantify and offset the CO2 emissions of air travel, implement a European-style "eco-tax" to generate revenue for mass transit across the Port District, and consider issuing "green bonds" to finance sustainable transit projects.

In answer to questions from Barkha Patel, Jersey City, Mr. Weissman said he has been advocating for wider pedestrian/bicycle paths on the George Washington Bridge since 2013; the PANYNJ Restoring the George Project includes restoring the six-foot-nine-inch paths to a pedestrian standard; the North Path will open with a single path for pedestrians, runners, and cyclists for three years until the South Path opens, and it is already overcrowded. Asked about

the role he would like to see the NJTPA take in the issue, he said he asks the agency to make a statement that adapting more infrastructure for cycling is important to transportation throughout the region. He said it is the least expensive way to reduce emissions, and a multi-county bike share plan that includes connections to the bridge would be ideal.

Tim Sevener, New Jersey Association of Rail Passengers, said a Pennsylvania study found that restoring the Lackawanna Cutoff would cost much less than previously determined, and it is past time to restore and electrify the NYS&W rail line. He reported that Virginia has entered a public/private partnership with CSX to invest in freight and passenger rail. He suggested using a “mass” database of individuals and their workplaces to better determine helpful commuting options.

K) Time and Place of Next Meeting

Freeholder DeFillippo announced that the next meeting of the NJTPA will be held on Monday, May 11, 2020 at 10:30 a.m., at the NJTPA offices at One Newark Center, Newark, NJ.

L) Adjournment

At 11:50 a.m., a motion to adjourn was made by Passaic County seconded by Hunterdon County and carried unanimously.

Attachment 1

NORTH JERSEY TRANSPORTATION PLANNING AUTHORITY, INC.
Meeting of the Board of Trustees
Attendance Record: March 9, 2020

| Subregion/Agency | Voting Members/Alternates | Staff & Others |
|---------------------------|--|---------------------------------------|
| Bergen County | | Joseph Baladi |
| Essex County | David Antonio | |
| Hudson County | Byron Nicholas | |
| Hunterdon County | Hon. Matthew Holt Hon. Zach Rich | |
| Jersey City | Barkha Patel | Elias Guseman |
| Middlesex County | Hon. Charles Kenny (via phone) Doug Greenfeld | George Ververides Solomon Caviness |
| Monmouth County | Teri O'Connor | Joseph Ettore |
| Morris County | Hon. Kathy DeFillippo | Gerald Rohsler |
| Newark | Phillip Scott | Trevor Howard |
| Ocean County | Hon. John Kelly | Mark Jehnke |
| Passaic County | Hon. John Bartlett | Mike Lysicatos |
| Somerset County | Hon. Sara Sooy Walt Lane | |
| Sussex County | Hon. Joshua Hertzberg Tom Drabic | |
| Union County | Hon. Bette Jane Kowalski | Liza Betz |
| Warren County | David Dech | |
| Governor's Office | Stephanie Brown | |
| NJDOT | Mike Russo | |
| NJ TRANSIT | Jeremy Colangelo-Bryan | |
| Port Authority of NY & NJ | Steve Brown | Jay Shuffield |
| Citizen's Representative | Not represented | |

| Other Attendees | |
|------------------------|--------------------------------|
| Lyra Knust | CME Associates |
| Neile Weissman | Complete George |
| Ray Tomczak | Federal Transit Administration |
| Bob Werkmeister | GPI |
| Nick Alexiades | HDR |
| Magdy Hagag | M. Baker International |
| Ray Fuso | McLaren |

| | |
|----------------------------------|--------------|
| Tim Sevener | NJARP |
| Various members of Central Staff | NJTPA |
| Dan Callas | TransOptions |
| Edgardo Perez | WSP |
| | |

DRAFT RESOLUTION: APPROVAL OF THE FY 2021 FREIGHT CONCEPT DEVELOPMENT PROGRAM STUDIES

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 region is a leading North American distribution and goods movement platform serving the local, national, and global consumer markets; and

WHEREAS, as outlined in NJTPA's long-range Regional Transportation Plan, *Plan 2045: Connecting North Jersey*, freight planning is a priority for the NJTPA, its subregions and planning partners; and

WHEREAS, over the past 10 years more than 1,000 potential freight projects have been identified in planning studies conducted in the NJTPA region; and

WHEREAS, many of these projects do not have a clear path forward toward implementation; and

WHEREAS, the NJTPA created a Freight Concept Development Program (FCDP) to provide an avenue to advance these freight projects; and

WHEREAS, as part of this program NJTPA has developed a project intake process to identify and select projects for the FCDP and the intake process was approved by the NJTPA Freight Initiatives Committee in December 2018; and

WHEREAS, according to the project intake process the NJTPA developed a list of candidate projects for subregional consideration; and

WHEREAS, three NJTPA subregions made project requests from the list of candidate projects; and

WHEREAS, based on the results of the project intake process and subregional requests, NJTPA has selected two projects to advance into the FCDP starting in the FY2021 UPWP at a total budget not to exceed \$1,200,000.

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, Inc., hereby approves the selection of the Berkshire Valley Road Truck Circulation Project in Roxbury, Morris County and the Port Reading Secondary South Main Street Grade Crossing Elimination Project in Bound Brook, Somerset County, for the FY 2021 Freight Concept Development Program.

BE IT FURTHER RESOLVED, that copies of this resolution be forwarded to the New Jersey Department of Transportation, Federal Highway Administration, Morris County and Somerset County.

**DRAFT RESOLUTION: FOUR MINOR AMENDMENTS TO THE FY 2020 –
2023 TRANSPORTATION IMPROVEMENT
PROGRAM AS REQUESTED BY THE NEW JERSEY
DEPARTMENT OF TRANSPORTATION**

WHEREAS, the North Jersey Transportation Planning Authority, Inc. (NJTPA) has been designated by the Governor of New Jersey as the Metropolitan Planning Organization (MPO) for the northern New Jersey region; and

WHEREAS, the NJTPA formally adopted the FY 2020 – 2023 Transportation Improvement Program (TIP) on September 9, 2019; and

WHEREAS, the NJTPA on September 24, 2012 approved a Memorandum of Understanding (MOU) among the NJTPA, the New Jersey Department of Transportation (NJDOT), and NJ TRANSIT on procedures to amend and modify the State Transportation Improvement Program and the NJTPA TIP; and

WHEREAS, the TIP may be revised any time; and

WHEREAS, according to the MOU when federal funds above a specified threshold are added to a project, when federal funds are deleted from a project, or when the construction phase of work is moved out of the constrained years of the TIP, and a new air quality conformity determination is not required, this constitutes a minor amendment; and

WHEREAS, the New Jersey Department of Transportation (NJDOT) is requesting changes to four projects as follows: increased federal funding of \$24.290 million for *Route 72, Manahawkin Bay Bridges, Contract 1A & 1B, Ocean County (DB# 11385)*; increased federal funding of \$16.750 million for *Route 206, Doctors Way to Valley Road, Somerset County (DB# 780B)*; federal funding replaced with state funding for *Route 171, Route 130 to Lincoln Avenue, Middlesex County (DB# 15363)*; and construction rescheduled on *Route 23, Route 80 and Route 46 Interchange, Passaic County and Essex County (DB# 9233B6)*; and

WHEREAS, these minor amendments are exempt from an air quality conformity determination and do not impact the current conformity determination; and

WHEREAS, Congestion Management Process requirements do not apply to these actions; 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 amendments 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 FY 2021 UNIFIED PLANNING
WORK 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, pursuant to 23 U.S.C. 104 (f) et. seq. and 49 U.S.C. 1607 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, the Fiscal Year 2021 UPWP (July 1, 2020 to June 30, 2021) describes all urban transportation and transportation-related planning activities to be undertaken by the NJTPA Central Staff, New Jersey Department of Transportation, NJ TRANSIT, NJTPA subregions, Transportation Management Associations, and other planning agencies in the region; and

WHEREAS, the FY 2021 UPWP is fully consistent with the U.S. Department of Transportation Metropolitan Transportation Planning Regulations (23 CFR part 450) which became effective May 27, 2016, as well as the “Fixing America’s Surface Transportation Act” (FAST Act); and

WHEREAS, any FY 2021 Compensation Plan and salary parameters will be subject to the NJTPA Executive Committee approval and New Jersey Institute of Technology confirmation; 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 2021 Unified Planning Work Program for the region.

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 Administration.