



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

## KATHRYN A. DeFILLIPPO, CHAIR

### Board Meeting Minutes

May 10, 2021

---

#### A. Open Public Meetings Act Compliance

Chair Kathy DeFillippo, Morris County Commissioner, called the meeting to order at 10:31 a.m. Ted Ritter reported that, in accordance with the Open Public Meetings Act, Chapter 231, P.L.1975, adequate notice of the meeting had been forwarded to the *Star Ledger*, the *Asbury Park Press*, the *Courier News*, the *Daily Record*, the *Home News Tribune*, the *Jersey Journal*, *New Jersey Herald*, and *The Record*.

#### B. Roll Call

Following the salute to the flag, Mr. Ritter called the roll. Nineteen voting members were present. (Attachment 1).

#### C. Approval of Minutes

Chair DeFillippo asked if there were any corrections, changes or additions to the minutes of the March 8, 2021 meeting. Jay Shuffield, Port Authority of New York & New Jersey (PANYNJ) said he wanted to call attention to the comments in the minutes of Neile Weissman during the public participation section of the meeting, which he said may be mischaracterized. He said he believed Mr. Weissman said the PANYNJ's Restore the George project would not mitigate potential conflicts as much as it should, but he did not understand Mr. Weisman to say it would worsen the conflicts as they exist currently. Responding in the meeting chat, Mr. Weisman indicated that he stands by the comment as reflected in the minutes. A motion to approve the minutes was made by Warren County, seconded by Passaic County and carried with 18 affirmative votes. The Citizens' Representative abstained.

#### D. Chair's Remarks

Chair DeFillippo indicated that this was a very dynamic time when it comes to federal funding for transportation infrastructure, with proposals for the investment of billions of dollars. She said the FAST Act is set to expire at the end of September, and a draft bill for reauthorization is expected soon from the House Transportation & Infrastructure Committee. That bill is expected to include the re-introduction of "member designated projects," traditionally known as earmarks.

She said recently NJTPA staff worked diligently with the subregions and Congressional staff to review potential requests and complete 45 letters of support for proposed earmarks totaling \$150 million or more in the region. This process helps ensure that federal funding is spent wisely and helps improve transportation in our region. She thanked NJTPA staff and the subregional staff who worked on the proposals, and the Congressional delegation for their ongoing support of federal transportation investment in the region.

The Chair then noted that, as part of outreach for the Plan 2050 long-range plan update, the NJTPA held an On Air “Future of Transportation” contest, which engaged children in the long-range planning process. Nearly 160 children ages 5 to 15 submitted entries including drawings, videos, poems, essays, and animations. She said overall kids have great hopes for technology and our transportation future.

Chair DeFillippo then indicated that the New Jersey Department of Transportation (NJDOT) has submitted the Transportation Capital Program to NJTPA staff, who then provided pertinent information to the subregions late last month. These projects form the basis for the Transportation Improvement Program (TIP), which allocates some \$2 billion annually for transportation projects and programs in our region. It is scheduled for adoption along with the long-range plan and air quality conformity this coming fall. She said the NJTPA looks forward to working with NJDOT to resolve any issues and complete the TIP development process to make cost-effective use of all available federal funds.

Turning to the day’s agenda, the Chair recognized and thanked Jon Carnegie, Executive Director of the Alan M. Voorhees Transportation Center at Rutgers University for being on hand to present on “Planning for Healthy, Just, Resilient and Carbon-Neutral Mobility in New Jersey.” In closing her report, the Chair commented on the pandemic, saying that while she is optimistic about things starting to feel normal again, the NJTPA will continue to work remotely and conduct meetings virtually for the time being. She said the NJTPA is fortunate that the agency can fulfill all its obligations, keeping projects and planning studies funded and moving, while working remotely.

## **E. Executive Director’s Report**

NJTPA Executive Director Mary D. Ameen said she was pleased to report that the NJTPA’s federal funding partners have now accepted the Unified Planning Work Program (UPWP) approved by the Board at the March meeting. She said initiatives for FY 2022 include a revalidation of the agency’s planning model, an examination of freight rail crossings, and work on a regional Active Transportation Plan, along with several new subregional studies.

Ms. Ameen also announced that the federal partners have accepted the NJTPA’s revised Title VI Implementation Plan, adopted by the Board in January, meaning the NJTPA has addressed the corrective action from its last certification review. She noted that as part of Title VI efforts, the NJTPA installed new accessibility features on its website for people facing limitations in using standard web browsers.

Ms. Ameen said work continues to wrap up the current work program, including the

Accessibility and Mobility Strategy Synthesis study; the Transportation Demand Management and Mobility Plan; two projects in the final stages as part of the Planning for Emerging Centers program, one in Raritan Borough in Somerset County and one in Keyport in Monmouth County; and five subregional studies. She said a draft of the updated long-range transportation plan will be available for review by the end of the fiscal year, with public comment in the summer and Board action in the fall.

Ms. Ameen said collaboration with partner agencies also continues, including with NJDOT and the subregions in preparing the TIP. Central Staff, she said, also participated in the State Transportation Innovation Council (STIC) meeting March, focusing on implementing the Federal Highway Administration's Every Day Counts initiatives. This includes innovative ways of improving infrastructure, mobility, and public engagement.

Ms. Ameen thanked Jon Carnegie for his ongoing leadership and guidance in the groundbreaking work of Together North Jersey (TNJ). She said TNJ's local assistance efforts have helped communities around the region pursue strategies to improve quality of life, economic development, and sustainability, and the TNJ Institute has conducted a host of seminars and training sessions on vital topics. She noted that the four TNJ task forces – focusing on the areas of resilience, efficiency, livability, and competitiveness – met in March and are assisting in updating the TNJ Plan, which was adopted five years ago.

Ms. Ameen said another source of new ideas and directions for the work of the NJTPA is the UpNext young adult advisory group. She thanked Assemblyman Daniel Benson, Chair of the Transportation and Independent Authorities Committee, for presenting at the last meeting of the group about how transportation legislation is drafted and passed into law.

Ms. Ameen then announced two upcoming events:

- The seventh annual Tech Tools for Planning Expo will be held May 20, showcasing some of the innovative tools that have been deployed or are under development in the region
- On June 1, as part of the TPA Tuesdays series, a symposium will be held on Connected & Automated Vehicles: Planning for the Future.

Ms. Ameen thanked the Board, subregions and NJTPA staff for all their hard work over the past year under very challenging circumstances. She said NJTPA staff rose to the challenge of working remotely and will successfully deliver the full FY 2021 work program.

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

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

Commissioner Bartlett reported that the Committee considered six action items at the April committee meeting. First, the Committee approved minor amendments to the current TIP to add three locally sponsored projects that recently completed the NJTPA's Local Concept Development process. Federal funding for the Preliminary Engineering, Design, Right-of-Way, and Construction phases of work for these projects will come from the NJTPA Future Projects program line. The projects are:

- The Chadwick Beach Island Bridge over Barnegat Bay in Ocean County, which will be supported with \$12.4 million in Fiscal Years 2021 to 2025.
- The Manhattan Avenue Retaining Wall project in Hudson County, with \$51.5 million in Fiscal Years 2021 to 2028.
- The Martin Luther King Avenue Bridge over the Whippany River project in Morris County, with \$8.6 million in Fiscal Years 2021 to 2026.

The Commissioner said, the Committee next considered two sets of modifications to the current TIP at the request of NJ TRANSIT. The first set adds federal discretionary grant funding to three programs:

- \$14.7 million to the Bus Support Facilities and Equipment Program to support the Wayne Bus Garage modernization in Passaic County.
- \$24.4 million to the Bus Acquisition Program to support the acquisition of articulated buses to be based in garages serving Bergen, Essex, and Hudson counties, and up to eight 40-foot battery-electric buses to expand service in Newark and Irvington.
- \$4.25 million to the Ferry Program to support the Underwater Hoboken Ferry project to modernize compromised harbor piles supporting the Hoboken Ferry Terminal in Hudson County.

Commissioner Bartlett said the second set of modifications adds funding to two programs:

- \$5.9 million to the Northeast Corridor Improvements Program to maintain state of good repair, increase capacity, and improve efficiency.
- \$4.8 million to the Hudson, Bergen, and Newark light rail systems to support the Hudson Bergen Light Rail Weehawken Tunnel Repairs project.

The Commissioner said the funding for these programs and project will be reallocated from the Preventative Maintenance-Rail Program, the Rail Rolling Stock Procurement Program, and three Transit Enhancements programs. He said the Committee approved the two sets of modifications, and no further action is needed.

Commissioner Bartlett said the last item considered by the Committee was approval of projects for the 2020 Transportation Alternatives Set-Aside Program. He said the July 2020 solicitation for the program yielded 71 eligible applications in the NJTPA region, and they were screened

by Technical Review Committee. Ten projects totaling \$8.8 million in Bergen, Essex, Middlesex, Ocean, Passaic, Somerset, and Union counties were selected for implementation.

**1. Minor Amendment to the FY 2020 - 2023 Transportation Improvement Program to Add the Chadwick Beach Island Bridge over Barnegat Bay Project in Ocean County (Attachment 2)**

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

**2. Minor Amendment to the FY 2020 - 2023 Transportation Improvement Program to Add the Manhattan Avenue Retaining Wall Project in Hudson County (Attachments 3)**

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

**3. Minor Amendment to the FY 2020 - 2023 Transportation Improvement Program to Add the Martin Luther King Avenue Bridge over the Whippany River Project in Morris County (Attachment 4)**

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

**4. Approval of Projects for the 2020 Transportation Alternatives Set-Aside Program (Attachment 5)**

A motion to approve the resolution was made by NJDOT, seconded by Monmouth County and carried unanimously.<sup>2</sup>

**Planning and Economic Development – Commissioner John Kelly, Chair**

Committee Vice Chair, Commissioner Sarah Sooy, Somerset County reported that the Committee heard a presentation by Central Staff on the Complete Streets Technical Assistance Program at the April joint meeting. She said the NJTPA is partnering with Sustainable Jersey, the Voorhees Transportation Center at Rutgers University, and Together North Jersey on this program, which assists municipalities in implementing Complete Streets policies.

The Commissioner said this is the second year of the program. Nine towns participated in the first round and eight more were part of the second round, which just concluded. She said recommended improvements include curb extensions, high-visibility crosswalks, on-street sidewalks, bicycle lanes, lighting upgrades, and changes to signage or striping. A third round of

assistance, which will be awarded on a competitive basis, is planned for this fall. Final reports and a video about complete streets are on the NJTPA website, she said.

Commissioner Sooy said, also at the April joint meeting, the Committee was informed of recent efforts by the TNJ task forces to refresh the focus areas, strategies and actions in the TNJ Plan. Current TNJ programs include the Local Technical Assistance Program, with two projects – a downtown Dover business directory and post-COVID recovery project; and, in Passaic County, a plan for art installations that will attract residents and visitors to the Morris Canal Greenway. Also, she said, two Transit Hub Program improvement projects, undertaken in cooperation with the New Jersey Chapter of the American Planning Association, are in progress in Fanwood and Hackensack.

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

Commissioner Kenny reported that the April meeting of the Committee included annual rail freight updates. He said Ryan Hill from Conrail, briefed the Committee on several capital projects implemented by this regional rail service, which serves the shared asset areas of CSX and Norfolk Southern, two national Class I railroads. Conrail's capital investments will ease congestion through added capacity and flexibility.

The Commissioner said the next speaker, Matt Masters, PANYNJ, provided an overview of the New York-New Jersey Rail, a shortline marine railroad that operates via a railcar float barge service between Greenville Yard in Jersey City and the 65<sup>th</sup> Street Yard in Brooklyn. Now that the service's infrastructure has been built-out to accommodate 24,000 carloads a year, the rail line is working with the port business development team to expand the customer base.

Commissioner Kenny said the final speaker was Genevieve Clifton from NJDOT, who provided an update on the New Jersey Rail Freight Assistance Program, which provides \$25 million a year to preserve, rehabilitate, and enhance rail freight infrastructure. He said she highlighted several of the 35 Freight Rail Assistance Program projects awarded by the Department – three quarters of which will be implemented in the NJTPA region. The application process for the 2022 Freight Rail Assistance Program will open in July.

Also at the meeting, the Committee heard the following in reports from members:

- In March, the Port handled its highest-ever number of cargo containers
- Industrial real estate development continues to be a hot market
- NJDOT has finalized a statewide rail GIS database
- Somerset County is working with the NJTPA Freight Concept Development Program on the Port Reading Secondary South Main Street Grade Crossing Elimination Project in Bound Brook
- Union County's Truck Mobility Study is nearly complete.

Commissioner Kenny noted that the NJTPA has published its "COVID-19 Pandemic and North Jersey Freight" assessment report, which is now available on the website.

**G. Planning for 2050 Presentation: Planning for Healthy, Just, Resilient, and Carbon-Neutral Mobility in New Jersey – Jon A. Carnegie, Alan M. Voorhees Transportation Center**

Jon Carnegie, Executive Director of the Alan M. Voorhees Transportation Center (VTC) at Rutgers University, said VTC has had a decades-long partnership with NJTPA on many important regional issues including recent complete streets efforts. He summarized VTC's expertise in a wide range of areas, including transit service plans, financing, the intersection of transportation and land use, equity and environmental justice, climate change, and more.

Mr. Carnegie said VTC has launched a climate change project in collaboration with a working group formed in the past year within the State Climate Change Alliance. The group is focusing on reducing the climate impact of the transportation sector in support of the state Climate Change Plan, which he said calls for reducing New Jersey greenhouse gas (GHG) emissions by 80 percent by 2050. Transportation, he said, must play a large role in achieving this as the sector generates 41 percent of GHG emissions.

Mr. Carnegie said a key focus in the state is electrification of the transportation sector, with both state agencies and utilities offering programs to encourage the adoption of electric vehicles and provide needed charging infrastructure. He noted that clean electricity generation is an important part of these efforts. However, he said, even with cleaner vehicles, the transportation sector can still add to GHG due to land use and other impacts.

Mr. Carnegie said the working group was exploring strategies to achieve the goals of healthy, just, efficient, resilient and carbon neutral transportation. Among the guiding concepts are to encourage the transition to lower or zero carbon modes of travel, particularly walking, biking and transit; empower people to drive less through connections within diverse, affordable and inclusive neighborhoods with a mix of housing types; encouraging mobility as a service to broaden the range of transportation options; embrace new technologies but ensure they are affordable and accessible to all; and make social justice a key indicator of transportation system performance.

Mr. Carnegie said an organizing framework for the project is the creation of the "15-minute city or neighborhood," in which basic needs for daily living can be reached within 15 minutes, mostly through walking or biking. It is a concept, he said, that is being implemented around the world and currently being explored in Hudson County. Such neighborhoods, he said, can be the building blocks for more sustainable communities and regions.

Mr. Carnegie said, together with the working group, VTC will be developing case studies in eight counties selected to represent a variety of populations, needs and conditions. This will include developing concept plans through fieldwork and community engagement in three to six targeted neighborhoods. As an initial step, this summer VTC will publish a concept paper for the project and hold an issue forum. He said the project has a significant convergence with the work of the NJTPA and other state and local agencies.

Commissioner Sarnoski thanked Mr. Carnegie for the presentation and said Warren County looks forward to working with VTC.

## **H. Public Participation**

Tara Mezzanotte said she is from Knowlton Township and represents the I-80 DWG Coalition. She said the group is not contesting that rockfall mitigation may be needed in the area; they are contesting that the proposed project is rational, effective or considerate of the harms that will result. The group, she said, investigated many issues involved, including reviewing thousands of pages of documents obtained under the New Jersey Open Public Records Act and the federal Freedom of Information Act. She said NJTPA decisions about the project since 2012 may have been made under false pretenses, as the project development did not follow procedures in NJDOT's policy manual. She asked the NJTPA find the facts and truth regarding the \$150 million in rockfall mitigation projects in Warren and Hunterdon counties. She said NJDOT chooses where the funding is spent; it is not earmarked by the federal government for these projects and could be spent on other safety projects in the region.

Ms. Mezzanotte said public outrage about the projects may be the result of NJDOT violations of policies and procedures that are supposed to evaluate the project feasibility, impacts and responsible spending. At issue, she said, is that the project scope changed from the concept development phase to the preliminary engineering phase from a minor project with no traffic impacts to the current proposal, which she characterized as a \$37 million to \$200 million project with major impacts that call into question its feasibility. She says Knowlton Township was removed from the public engagement plan that was approved in 2011. Ms. Mezzanotte asked for NJTPA's assistance to seek an audit and investigation based on the packet of materials sent to the Board on Friday. She asked the NJTPA to help NJDOT facilitate a formal public meeting as was outlined in the current public involvement action plan. She thanked the Board for their assistance.

Chair DeFillippo confirmed that the materials were shared with the Board on Friday and that Board members would be reviewing it.

Mayor Adele Starrs, Knowlton Township, said the last time she appeared before the NJTPA she was accompanied by a half-dozen other mayors to draw NJTPA's attention to the fact that the rockfall project was exploding in cost. She said, while the NJTPA Board declined to remove the project from the TIP, it promised to see that NJDOT would meet with the affected townships to discuss possible mitigation of the project. She said the promised meeting never happened, despite repeated requests. The project, she said, has not changed in any substantive way although there are 14 design alternatives.

The Mayor said the second thing she would like to bring to the Board's attention is that there is possible wrong doing. The project has been selected to undergo an environmental assessment, and normally, at the end of that study, a report is issued with the conclusion that the project will or will not have significant environmental impacts. She said in March of 2019, NJDOT instructed their contractor Dewberry Engineers to plan for a finding of no significant impact on the project. She says she has documentation that shows that the NJDOT already decided and



informed their contractor two years before the report came out and before any public comment, and so they predetermined the outcome, showing that public input is a total farce, and the millions of dollars of money that have been spent on that study are wasting taxpayer dollars.

Mayor Starrs said the NJTPA is not following through on their assurances given two years ago and, of greater concern, there is now documentation of violations on this project. She said it is one thing when a government agency funds a project and is not aware of any wrongdoing, but in this case, she was now making the NJTPA aware. She said she would forward all the documentation at the end of this meeting.

Mayor Starrs posed three questions: What role does the NJTPA play in addressing the new information that has now been brought to light regarding possible wrongdoing? Does the Board support the proposal of the representative from Warren County, who asked that this project go back to the drawing board, not to cancel it, but to resolve some of the issues? Is the NJTPA able to provide any oversight of this project or if not provide oversight to act as an intermediary to ensure Knowlton and Hardwick townships can be treated more like stakeholders in this process? She thanked the Board and offered to work with it on the issue.

Chair DeFillippo thanked Mayor Starrs for her comments and said the NJTPA was seeking to coordinate a meeting with NJDOT and Warren County to address the issues. She said she did not want to comment on the issues raised and said that the conversation must take place between Warren County and NJDOT, which the NJTPA is trying coordinate. Ms. Ameen noted that the role of the NJTPA has been and continues to be one of facilitation. She said by law the NJTPA is not an investigative body. While it is proper that issues be brought before the forum the NJTPA has established, she said, resolving the issues needs to take place within the purview of the project sponsor, who in this case is NJDOT, also a Board member.

Mayor Kevin Duffey from Hardwick Township asked how, given the numerous procedural issues and questions about the project presented by Mayor Starrs, it is possible for the project to continue to move forward, when every elected municipal official representing the impacted areas in New Jersey and Pennsylvania has expressed concerns about the project or outright opposition to it. He said this included the Board of Commissioners of Warren and Hunterdon counties; 20 municipalities that passed resolutions; Assembly and State Senate representatives and U.S. senators and representatives from both states. With all those expressions of concern, and the procedural issues raised, he asked how is it possible that the project has not slowed down or undergone another review? He asked what needs to be done to take another look at the project and listen to the elected officials who have expressed concerns over several years with little response from NJDOT.

Neile Weissman, Complete George, thanked Mr. Carnegie for his presentation. He had uploaded three links to the meeting chat box. One was to a screen capture of the New York Cycling Club Facebook posts with 25 remarks complaining about the uptick of micromobility motorized devices such as scooters and e-bikes using the George Washington Bridge bike path. He said the bridge is an Americans with Disabilities Act compliant facility that is being used by motorized devices – many hundreds of them during peak hours with scary effect. Mr. Weissman said a scooter share program just launched in the Bronx is just the beginning of the problem, and that

the onset of congestion pricing could prompt more commuting by E-bikes over the bridge. Mr. Weissman said this problem is not confined to the bridge. Bike facilities throughout Manhattan are increasingly stressed by motorized micromobility devices. He said it indicates the need for high-use arterial bikeways to be compliant with national standards with capacity for increased use.

Commissioner Jason Sarnoski, Warren County, expressed his thanks to Chair DeFillippo who he said has been engaging and very welcoming with his comments and concerns regarding the TIP, especially the Route 80 rockfall project, about which Warren County has submitted multiple comments regarding the projects. Commissioner Sarnoski said, another project of particular concern and significance is the Route 57-519 Intersection Project.

Commissioner Sarnoski said multiple counties have expressed concern with rockfall projects, including Sussex and Hunterdon counties, which have their own rockfall projects. He said it behooves the NJTPA Board to look at these projects closely and not just dismiss the concerns as sponsoring-agency issues and to see that the NJTPA has followed procedures and done its due diligence. He said he looks forward to a very impactful and meaningful meeting with the NJDOT. The Commissioner thanked the Chair for everything she has done and said he hoped to continue to work with her on trying to resolve this issue in the right manner.

Chair DeFillippo thanked Commissioner Sarnoski for his comments and said the NJTPA will continue to facilitate efforts of NJDOT and Warren County to take a serious look at the projects.

Commissioner Zach Rich, Hunterdon County, said this is an important issue for Warren and Hunterdon counties, both of which want to meet with NJDOT to work it out and come to a positive resolution. He said, based on its financing role, the NJTPA does have a say in the process to see that things are done right. He asked Board members for their support.

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

Chair DeFillippo announced that the next virtual meeting of the NJTPA Board will be held on Monday, July 12, 2021 at 10:30 a.m.

#### **J) Adjournment**

At 12:11 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: May 10, 2021**

<b>Subregion/Agency</b>	<b>Voting Members/Alternates</b>	<b>Staff &amp; Others</b>
Bergen County	Peter Botsolas	Joseph Baladi
Essex County	David Antonio	
Hudson County	Byron Nicholas	Thomas Malavasi
Hunterdon County	Hon. Zach Rich	Carrie Fellows
Jersey City	Barkha Patel	
Middlesex County	Hon. Charles Kenny Doug Greenfeld	Solomon Caviness
Monmouth County	Teri O'Connor	Inkyung Englehart Shilpa Bhojappa
Morris County	Hon. Kathy DeFillippo John Hayes	Dede Murray
Newark	Phillip Scott	Trevor Howard
Ocean County		Mark Jehnke
Passaic County	Hon. John Bartlett	Michael Lysicatos Andras Holtzmann
Somerset County	Hon. Sara Sooy Walt Lane	Ken Wedeen Paul Drake
Sussex County	Hon. Chris Carney Tom Drabic	
Union County	Hon. Bette Jane Kowalski	Elizabeth Betz
Warren County	Hon. Jason Sarnoski	David Dech
Governor's Office	Lauren Nathan-LaRusso	
NJDOT	Mike Russo	James Vari Andrew Swords Eric Powers
NJ TRANSIT	Jeremy Colangelo-Bryan	
Port Authority of NY & NJ	Jay Shuffield	
Citizen's Representative	Jared Rodriguez	

<b>Other Attendees</b>	
Anna Aleynick	AECOM
Neile Weissman	Complete George

Raymond Tomczak	FTA
Paul St. Onge	Gibbons PC
Tara Shepherd	GoHunterdon TMA
Bob Werkmeister	GPI
Tara Mezzanotte	I80DWG Coalition
Kevin Duffy	Mayor, Hardwick Twp.
Adele Starrs	Mayor, Knowlton Twp.
Ted Del Guercio	McManimon, Scotland & Baumann, LLC
Various members of Central Staff	NJTPA
Jon Carnegie	Rutgers University Voorhees Transportation Center
Dan Callas	TransOptions TMA

**DRAFT RESOLUTION: MINOR AMENDMENT TO THE FY 2020 – 2023  
TRANSPORTATION IMPROVEMENT PROGRAM TO  
ADD THE CHADWICK BEACH ISLAND BRIDGE OVER  
BARNEGAT BAY PROJECT IN OCEAN COUNTY**

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

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

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

**WHEREAS**, the TIP may be revised any time; and

**WHEREAS**, according to the MOU when federal funds above a specified threshold are added to a project, when a project programmed with federal funds is added to the TIP, 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**, Ocean County has requested the addition of the Chadwick Beach Island Bridge Over Barnegat Bay project (DB# N1805) in Ocean County to the TIP utilizing federal STBGP-NY/NWK funds available in the NJTPA program, Future Projects (DB# N063); and

**WHEREAS**, this minor amendment is exempt from an air quality conformity determination and do 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

**Approved May 10, 2021**

meeting of the Board of Trustees has been delivered to the Governor for review, unless prior to expiration of the review period the Governor shall approve same, in which case the action shall become effective upon such approval.

**NOW, THEREFORE, BE IT RESOLVED**, that the North Jersey Transportation Planning Authority hereby approves the specified amendment to the FY 2020 – 2023 Transportation Improvement Program.

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

**DRAFT RESOLUTION: MINOR AMENDMENT TO THE FY 2020 – 2023  
TRANSPORTATION IMPROVEMENT PROGRAM TO  
ADD THE MANHATTAN AVENUE RETAINING WALL  
PROJECT IN HUDSON COUNTY**

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

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

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

**WHEREAS**, the TIP may be revised any time; and

**WHEREAS**, according to the MOU when federal funds above a specified threshold are added to a project, when a project programmed with federal funds is added to the TIP, 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**, Hudson County has requested the addition of the Manhattan Avenue Retaining Wall project (DB# N1603) in Hudson County to the TIP utilizing federal STBGP-NY/NWK funds available in the NJTPA program, Future Projects (DB# N063); and

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

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

**WHEREAS**, the FY 2020 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

**Approved May 10, 2021**

**WHEREAS**, no action authorized by the NJTPA shall have force or effect until ten (10) days, Saturdays, Sundays and public holidays excepted, after a copy of the minutes of the meeting of the Board of Trustees has been delivered to the Governor for review, unless prior to expiration of the review period the Governor shall approve same, in which case the action shall become effective upon such approval.

**NOW, THEREFORE, BE IT RESOLVED**, that the North Jersey Transportation Planning Authority hereby approves the specified amendment to the FY 2020 – 2023 Transportation Improvement Program.

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



**DRAFT RESOLUTION: MINOR AMENDMENT TO THE FY 2020 – 2023  
TRANSPORTATION IMPROVEMENT PROGRAM TO  
ADD THE MARTIN LUTHER KING AVENUE BRIDGE  
OVER THE WHIPPANY RIVER PROJECT IN MORRIS  
COUNTY**

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

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

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

**WHEREAS**, the TIP may be revised any time; and

**WHEREAS**, according to the MOU when federal funds above a specified threshold are added to a project, when a project programmed with federal funds is added to the TIP, 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**, Morris County has requested the addition of the Martin Luther King Avenue Bridge over the Whippany River project (DB# N1804) in Morris County to the TIP utilizing federal STBGP-NY/NWK funds available in the NJTPA program, Future Projects (DB# N063); and

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

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

**WHEREAS**, the FY 2020 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

**Approved May 10, 2021**

**WHEREAS**, no action authorized by the NJTPA shall have force or effect until ten (10) days, Saturdays, Sundays and public holidays excepted, after a copy of the minutes of the meeting of the Board of Trustees has been delivered to the Governor for review, unless prior to expiration of the review period the Governor shall approve same, in which case the action shall become effective upon such approval.

**NOW, THEREFORE, BE IT RESOLVED**, that the North Jersey Transportation Planning Authority hereby approves the specified amendment to the FY 2020 – 2023 Transportation Improvement Program.

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

**DRAFT RESOLUTION: APPROVAL OF PROJECTS FOR THE 2020  
TRANSPORTATION ALTERNATIVES SET-ASIDE  
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 Transportation Alternates Set-Aside program (TA Set-Aside) is supported in the Fixing America's Surface Transportation (FAST) Act of 2015 with a set-aside of funds under the Surface Transportation Block Grant Program (STBGP); and

**WHEREAS**, the TA Set-Aside program provides an opportunity for eligible applicants to apply for federal funding for the construction of community based "non-traditional" projects designed to strengthen the cultural, aesthetic, and environmental aspects of the nation's intermodal system; and

**WHEREAS**, the New Jersey Department of Transportation (NJDOT) conducted a solicitation for the TA Set-Aside program; and

**WHEREAS**, the New Jersey Department of Transportation (NJDOT) sent out solicitation notifications in July 2020 inviting eligible applicants to submit for the program; and

**WHEREAS**, NJDOT received 71 eligible TA Set-Aside applications in the NJTPA region; and

**WHEREAS**, a Technical Review Committee comprised of NJTPA Central Staff, the NJDOT Division of Local Aid, Division of Traffic Engineering and Safety and the Bureau of Environmental Program Resources reviewed the applications; and

**WHEREAS**, within the NJTPA region, the NJDOT has agreed to fund the top-scoring TA Set-Aside projects with a combined funding total of \$8.8 million; and

**WHEREAS**, the recommended projects address the goals of the programs as defined; 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.

**Approved May 10, 2021**

**NOW, THEREFORE, BE IT RESOLVED**, that the North Jersey Transportation Planning Authority hereby approves the attached list of projects for the Transportation Alternatives Set-Aside Program.

**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 and to the counties of the selected applicants.