



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

## ANGEL G. ESTRADA, CHAIR

### Board Meeting Minutes

July 8, 2019

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Chairman Angel Estrada, Freeholder, Union County called the meeting to order at 10:00 a.m. The meeting was held at the Galloping Hill Golf Course, in Kenilworth, Union County. The Chairman welcomed all to the County. He noted the County is comprised of urban and suburban areas and is home to nature preserves and Port Elizabeth. He said the County takes pride in its diverse population, transportation network, and corporate, industrial, and manufacturing base. He recognized Union County staff members who were present: Ed Oatman, County Manager; Amy Wagner, Deputy County Manager; Phil Kandel, Division Director, Strategic Planning & Intergovernmental Relations; Liza Betz, Chief, Bureau of Transportation Planning; and John Witsch, Transportation Planning Intern.

#### A. Roll Call

Beverly Morris called the roll. Seventeen voting members were present. (Attachment 1).

#### B. Open Public Meetings Act Compliance

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.

#### C. Salute to the Flag

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

#### D. Approval of Minutes

A motion to approve the minutes of the May 13, 2019 meeting was made by Hunterdon County, seconded by Somerset County and carried with 16 affirmative votes. Monmouth County abstained.

## **E. Chairman's Remarks**

Chairman Estrada said one of the most visible NJTPA efforts to make transportation safer for everyone is the Street Smart NJ pedestrian safety program. He said Rutgers recently finished an analysis of seven Street Smart campaigns that were run in Asbury Park, Garfield, Morris Plains, Newark, Princeton, Rutherford, and Woodbridge, and the results show that, after the overall campaign, 60 percent more drivers stopped for people crossing when turning right at a red light or stop signs, and there was a 21 percent increase in people using crosswalks or waiting for the walk signal. The Chairman noted that Elizabeth will be kicking off its campaign during National Night Out on August 6. The City received a \$51,000 grant from the New Jersey Division of Highway Traffic Safety to support the campaign.

The Chairman said he had the honor of attending the Bayonne Bridge rededication ceremony, and he thanked the Port Authority of New York & New Jersey (PANYNJ) for inviting him to the event, which was also attended by Governor Murphy, Senator Menendez, Congressman Sires, and Hudson County officials. He said the higher bridge means the port can stay competitive for many years, and the region appreciates the PANYNJ's financial commitment to the regional economy. The Chairman noted the ceremony took place in a beautiful park beneath the bridge, and a new pedestrian and bicycle path on the bridge is open.

Chairman Estrada said the NJTPA is working with a large group of Northeast and Mid-Atlantic metropolitan planning organizations and councils of government to discuss how to work with their states to develop, measure, and implement low-carbon transportation policies. He said fourteen states, including New Jersey, are members of the Transportation and Climate Initiative, a regional collaboration that seeks to develop the clean energy economy, improve transportation, and reduce carbon emissions in the transportation sector. He said NJTPA staff attended a June gathering of MPOs from these states that was hosted by the Delaware Valley Regional Planning Commission (DVRPC).

The Chairman said that, while the Federal Transit and Highway administrations certified the NJTPA and gave several commendations, there was one corrective action concerning Title VI that needs to be addressed. The NJTPA has long worked to involve traditionally underserved populations, including low-income residents and limited English speakers, in the planning process and in programs, but the federal agencies are asking for better documentation of these efforts. NJTPA staff has been developing a Title VI Implementation Plan to meet those federal requirements, and the Board will be asked to endorse the plan at its September meeting.

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

NJTPA Executive Director Mary D. Ameen thanked the Chairman and the County staff for helping with the arrangements for the meeting. She reported on many activities carried out since the last Board meeting. She said Street Smart NJ continues to grow and gain recognition. There was a successful launch of the summer shore campaign on Long Beach Island, and she thanked Ocean County Freeholder John Kelly for his participation at the kickoff event in Long Beach Township. Other shore communities will renew their campaigns this summer to reinforce safe

behaviors. Ms. Ameen said 100 communities across the state have participated in the program as of this summer.

Ms. Ameen said the Transportation Management Association (TMA) partners are also working on several campaigns. Recently, Go Hunterdon kicked off its campaign in Lambertville. And, thanks to grant support from the New Jersey Division of Highway Traffic Safety, new communities, including New Brunswick, will participate this fall. Ms. Ameen said the NJTPA is forging new partnerships to help reach a broader audience. Three-time Stanley Cup Champion Ken Daneyko and the New Jersey Devils' mascot, NJ, shot a public service announcement for the program, and the Devils are promoting Street Smart with a video on social media. The Devils will also promote Street Smart in emails to ticket purchasers when hockey season starts this fall. Later this summer the NJTPA will also partner with Univision to reach Spanish speaking residents. (For more information visit [beststreetsmartNJ.org](http://beststreetsmartNJ.org).)

Ms. Ameen reported that last November the NJTPA adopted an innovative Public Engagement Plan that sets an ambitious agenda for better involving all communities in its planning process, and it is now working to implement the plan. This has included staff training by Rutgers Voorhees Transportation Center on public engagement best practices. Most recently, staff was trained on meeting facilitation, and Rutgers attended a recent RTAC workshop to highlight best practices the subregions can use in their studies.

Ms. Ameen announced that new participants are being recruited for a new UpNext Advisory Group, which will give young adults a better voice in the work of the NJTPA, including input into the next long-range plan. Getting the word out through other venues, NJTPA staffers have participated in Keep Middlesex Moving's informative Mobility Matters radio program and have been interviewed by other media outlets on Street Smart and other topics.

Ms. Ameen said ongoing work with Together North Jersey (TNJ) has been essential in broadening the scope and reach of its work to all communities. On June 6, the NJTPA hosted a TNJ Training Institute workshop on transit hubs that featured presentations on pilot projects in Dunellen, Passaic, and Bloomfield. Lessons and insights from the pilots were used to compile a Transit Hub Guidebook for use by other towns seeking to promote transit-oriented development. The guidebook is available on the TNJ website.

Another recently concluded TNJ project looked at improving food access in Dover. That effort also resulted in a guidebook that's available on the [TNJ website](#). TNJ also recently held a workshop on Parking Management, and planning is underway for more Training Institute events this year.

Ms. Ameen said that, with the end of the 2019 Fiscal Year on June 30, NJTPA Central Staff and the subregions are wrapping up a variety of efforts. Among the NJTPA studies recently completed are the Passaic River Basin Climate Resilience Plan and the development of Regional Performance Measures. Subregional studies were recently completed in the City of Newark and Hudson, Monmouth, Ocean and Somerset counties. Also, staff is preparing reports on the Complete Streets technical assistance provided to nine municipalities in cooperation with

Rutgers Voorhees Transportation Center and Sustainable Jersey. Over the summer, reports on all these efforts will be finalized and posted on the NJTPA website.

Ms. Ameen noted that the NJTPA had just rolled out its updated website, which meets the latest technology standards and works well on mobile devices. Other innovations planned for FY 2020 include an investigation of regional transportation demand management options and a new round of Planning for Emerging Centers projects. She said work will continue on subregional studies in Jersey City and Passaic and Essex counties, and five new studies are commencing in Hudson, Monmouth, Somerset, Union, and Warren counties. Solicitations are being issued for proposals for future subregional studies and Complete Streets assistance. New rounds of Local Concept Development studies and Local Safety projects will be announced as well.

Ms. Ameen noted that nearly all the work to be done in FY 2020 will help provide the foundation for updating the region's long-range transportation plan, which will come before the Board in about two years. One of the important issues to be considered in the plan is the potential impacts of automated vehicles, a topic explored at a recent Smart Car conference in Princeton that Ms. Ameen attended along with other staff members. She was invited to submit a paper following the conference, in which she made the point that MPOs will play a crucial role not only in making investments to accommodate these vehicles, but also in supporting services with distinct societal benefits, including job access for low income communities and mobility for the disabled.

Ms. Ameen said the NJTPA will have to coordinate with neighboring MPOs on how to integrate automated vehicles into commuting networks, which underlines the importance of involvement with the Metropolitan Area Planning (MAP) Forum, which is composed of eight MPOs in New York, New Jersey, Connecticut and Pennsylvania. The freight working group of the MAP Forum met in May and a general meeting was held in June.

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

### **Project Prioritization – Freeholder Kathryn A. DeFillippo, Chair**

Freeholder DeFillippo said the Committee considered three actions since the last Board meeting. First, at the June joint meeting, the Committee recommended endorsement of the State's Fiscal Year 2020 Transportation Capital Program (TCP), which is required for allocating state funds to projects and programs. The TCP includes \$2.8 billion in projects and programs in the NJTPA region and was approved by the Legislature as part of the recently concluded State budget process. She said the TCP and a summary of changes to local projects was provided to members of the Project Prioritization Committee and RTAC for review in June. The TCP provides the foundation for the NJTPA's Transportation Improvement Program (TIP), which allocates federal funding to projects and programs. The draft TIP is being finalized and will undergo a public comment period from July 26 to August 26. It will be considered for approval, along with the air quality conformity determination and self-certification, at the September Board meeting.

The Freeholder said that, next, at the Port Authority's request, the Committee considered approval of a minor amendment to the current TIP to use available Disaster Recovery and

Resilience Program funding. This action would add the Replacement of Harrison Station South West Head House and Platform project in Hudson County to the current TIP. She said reduction in anticipated costs for two other projects has made \$31.5 million in federal funds and \$3.5 million in Port Authority funds available for the project. These source projects are Repairs at the Harrison Car Maintenance Facility in Hudson County and Trackwork Repair and Restoration in Hudson and Essex counties. The Committee recommended approval of the minor amendment.

Freeholder DeFillippo said on June 27, the Committee held a special teleconference meeting at the request of NJDOT to consider approval of a minor amendment to the current TIP. The amendment would add \$22 million in federal funds to the Route 3, Route 46, Valley Road and Notch/Rifle Camp Road Interchange Contract B project in Passaic County. She said the construction cost estimate for the project has increased, and sufficient funds are available through the Fiscal Constraint Bank. The Committee recommended approval of the minor amendment.

The Freeholder also reported that at the June meeting Central Staff updated the Committee on the consultant-led FY 2019 Local Safety/High Risk Rural Roads Consultant Assistance Program. Under the program, engineering consultants assist the subregions with identifying and evaluating potential roadway improvements and provide technical support, from design through construction authorization. Central Staff has been reaching out to all subregional engineers to learn how the consultant's efforts may best complement their own expertise. The next solicitation for the assistance program will be announced later this summer. Since 2013, the NJTPA has allocated more than \$9 million for the design of projects in the Local Safety and High Risk Rural Roads Programs.

**Action Item 1: Endorsement of the Draft FY 2020 Transportation Capital Program**  
(Attachment 2)

A motion to approve the resolution was made by Sussex County, seconded by Hunterdon County and carried with 16 affirmative votes.

Freeholder Jason Sarnoski, Warren County, voted no. He said construction funding for the Route 57, CR 519 Intersection Improvement project has been deferred again until 2023, and this delay is too long for a project of its magnitude. He noted that the intersection has been an issue long before it was listed in the 2007 TCP. He said that construction was to be funded in 2021, according to NJDOT staff at meetings held in the County, and the County had not yet received information on the reason for further delay. The Freeholder expressed concern for the future of the project and related bridge concerns at the intersection. He explained that the County is delaying the bridge upgrades pending the construction project to avoid the need for additional funding for work on the intersection.

**Action Item 2: Minor Amendment to the FY 2018-2021 Transportation Improvement Program as Requested by the Port Authority of New York & New Jersey to Utilize Disaster Recovery and Resilience Program Funding (Attachment 3)**

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

**Action Item 3: Minor Amendment to the FY 2018-2021 Transportation Improvement Program to Add Federal Funds to the Route 3, Route 46, Valley Road and Notch/Rifle Camp Road Interchange, Contract B Project in Passaic County as Requested by the New Jersey Department of Transportation (Attachment 4)**

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

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

Freeholder Matthew Holt, Hunterdon County, Vice Chair of the Planning and Economic Development Committee, presented the Committee report on behalf of Freeholder Bartlett. He reported that, at the June joint committee meeting, Central Staff updated the Committee on the findings from the first round of the Complete Streets Technical Assistance Program. Working with Rutgers University and Sustainable Jersey, the NJTPA solicited proposals and selected nine municipalities to assist with Complete Streets implementation. The following projects were completed under the program:

- Walkable Community Workshops were held in Glen Rock, Westfield, Parsippany-Troy Hills, and Bernardsville, generating recommendations for making walking safer and more appealing in these communities.
- Red Bank installed a temporary demonstration project featuring a street mural, bollards and improved sight lines at a busy intersection with lots of pedestrian activity.
- In Milltown, crosswalks were upgraded and curb extensions added at a key intersection, and bollards were installed elsewhere in the town.
- In Cranford, plans were developed for a pedestrian plaza.
- In Eatontown, a pedestrian crossing of Route 35 was investigated.
- In Fort Lee and Leonia, a bicycle corridor connecting to the George Washington Bridge was explored.

The Freeholder said Sustainable Jersey will also incorporate insights from the Technical Assistance Program into their Certification Program for municipalities. Preparations for a second round of the program are underway.

Freeholder Holt said the joint meeting also featured a presentation on the Regional Performance Measures study from the project consultant. The NJTPA has worked with NJDOT, NJ TRANSIT, PATH, and other MPOs on developing federally required performance measures targets for the New Jersey as well as urbanized areas shared with New York and Philadelphia. Performance targets have already been set for safety, congestion, transit asset management, and other areas.

The Freeholder said the objective of the Regional Performance Measures study was to supplement the required measures with others that focus on needs and goals specific to the NJTPA region. The study team identified 19 performance measures in eight topic areas. They include access and mobility, competitiveness, reliability, condition, community, safety, resiliency, and the environment. Other non-transportation indicators relating to health and quality of life were also included. To allow the NJTPA to report on progress being made, a Regional Performance Measures Scorecard was developed along with fact sheets and an interactive web-based tool.

Freeholder Holt said Central Staff also updated the Committee on the status of PRIME, the interactive online database of findings from planning studies conducted by the NJTPA, subregional staff, and partner agencies. PRIME is searchable by agency, facility, location, jurisdiction, and other attributes, and it generates customized summary reports and graphics. Central Staff is partnering with subregional staff volunteers and other planning partners to input data. PRIME will help users see connections between studies and will support collaboration in planning and advancing projects.

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

Freeholder Kenny said the June meeting featured effective practices for managing truck traffic, which carries more than 80 percent of freight moved in the region for at least part of its journey. He said Central Staff provided a live demonstration of the NJTPA's new Goods Movement Strategies for Communities tool. This web-based application allows users to explore issues involving truck movement in urban, suburban, and rural areas and identify strategies that successfully addressed similar challenges. The tool can be useful to planners, local officials, developers, transportation providers and property owners when dealing with truck issues. For example, the tool offers approaches for curtailing overnight parking by large trucks on highway shoulders in suburban areas. The tool is available online at the freight page of the NJTPA website, and feedback will be appreciated.

The Freeholder said the Committee also heard from Diniece Mendes, Director of the Office of Freight Mobility at the New York City Department of Transportation. Ms. Mendes briefed the Committee on the City's strategies for improving the efficiency of last-mile deliveries in partnership with other agencies, the freight and trucking industry, and the community. Initiatives include the Trucks' Eye View program that educates the public about blind spots around large trucks; the Off-Hour Deliveries Program, which fosters goods delivery between 7 PM and 6 AM; last-mile freight delivery options such as cargo bikes and shared-use lockers; reallocation of off-street space for freight deliveries to reduce curbside dwell time; and overnight truck parking.

Freeholder Kenny said the third presenter was Michael Ruane, Manager of Freight and Aviation Programs, DVRPC. Mr. Ruane spoke about a study focusing on last-mile deliveries in center city Philadelphia. This work resulted in the development of the Philadelphia Delivery Handbook and other initiatives. DVRPC is now working to expand the study findings to address the needs of suburban and other areas. The goal is to foster understanding of curbside demand management, truck routing, overnight parking and other issues for communities to consider in land use planning.

The Freeholder said that, also at the meeting, the Committee learned that NJDOT Office of Maritime Resources will look at mixed-use maritime development at Port Raritan in Middlesex County. This includes possibly creating facilities to supply components for wind farming being developed offshore. In addition, NJDOT is finalizing a Rail Freight Guidance Strategies and Principles document in time for the September solicitation for the Rail Freight Assistance grant program.

Freeholder Kenny noted a news headline that day stating that New Jersey will be designated the number two port in the country for goods movement. He said this reflects the hard work of all involved to plan for and complete infrastructure improvements needed to support the port.

## **H. Federal Policy Update – Freeholder Matthew Holt**

Freeholder Holt reported that there is some speculation that the Senate is looking to release a draft reauthorization bill soon that would essentially be a renewal of the FAST Act, with little in the way of significant new policies or funding. He said there has been a good deal of legislative activity in the House surrounding transportation, including some proposals that could strengthen metropolitan planning organizations. One draft bill would give MPOs a greater percentage of available Surface Transportation Program Block Grant funds, while another would expand overall program funding. He said other draft bills in Congress seek to provide more funding and expand eligibility for the Transportation Alternatives Program (TAP), and to target certain high-priority areas for Highway Safety Improvement Program (HSIP) funds.

The Freeholder said that the House of Representatives has passed a \$383 billion spending package for seven of the nation's 15 federal departments, including Transportation, for Federal FY 2020. He said the bill would increase overall funding for USDOT, but there has not yet been agreement in the Senate on any appropriations bills for FY 2020. He noted that these are all draft bills that may or may not lead to actual changes to available funding to any programs.

Freeholder Holt said Staff also continues to work closely with the National Association of Regional Councils (NARC) and the Association of Metropolitan Planning Organizations (AMPO) to monitor important policy and legislative developments in Washington.

## **I) Planning for 2050 Presentation: The Challenges and Opportunities of Growing Racial Diversity in the Suburbs of Northern New Jersey**

Myron Orfield, Director, Institute on Metropolitan Opportunity, University of Minnesota Law School, briefed the Board on the status of racial diversity in New Jersey's suburbs. He showed how since 1990 there has been an increase in the non-white population of suburbs, making them more diverse than other parts of the state. He said that there is much social mobility for white, black, and Latino residents in well-run communities with good tax rates and services, and bipartisan representation. He cautioned, though, that these communities may not stay diverse very long as white residents are steered to other areas, such as new suburbs or central cities, and as discriminatory mortgage lending practices continue, causing non-white families to have different choices than white families of similar education, income and credit history.



Mr. Orfield said the integrated suburbs of Louisville, Kentucky and Raleigh-Durham, North Carolina have remained stable for over 50 years, and this was accomplished through legislative and policy strategies. He stressed the importance of mechanisms such as the Mount Laurel decision that requires New Jersey municipalities to use their zoning powers in an affirmative manner to provide realistic opportunities for producing affordable housing for low and moderate income households.

#### **J) Public Participation**

Neile Weissman, Complete George, offered to consult on ideas and logistics with public officials in the region who are responsible for promoting tourism and want to plan cycling-related day trips and weekend excursions.

Tim Sevenser, Transit Village of Mt. Tabor, and member of New Jersey Association of Rail Passengers and the Sierra Club Transportation Committee, raised concerns about NJ TRANSIT plans to build a 140-megawatt natural gas-fired electric plant in Kearny for a micro grid to power rail lines during weather emergencies and power outages. He said a solar powered facility would be more economically and environmentally favorable.

Chairman Estrada announced that Salena Lesniak, Union County Bureau of Domestic Preparedness had passed away.

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

The next meeting of the NJTPA will be held on Monday, September 9, 2019 at 10:00 a.m., at the NJTPA offices at One Newark Center, Newark, NJ.

#### **L) Adjournment**

At 11:45 a.m., a motion to adjourn was made by Middlesex County, seconded by Hunterdon County and carried unanimously.

## Attachment 1

**NORTH JERSEY TRANSPORTATION PLANNING AUTHORITY, INC.**  
**Meeting of the Board of Trustees**  
**Attendance Record: July 8, 2019**

<b>Subregion/Agency</b>	<b>Voting Members/Alternates</b>	<b>Staff &amp; Others</b>
Bergen County	Peter Botsolas	
Essex County	David Antonio	
Hudson County	Byron Nicholas	
Hunterdon County	Hon. Matthew Holt	
Jersey City		Elias Guseman
Middlesex County	Hon. Charles Kenny	George Ververides Tony Gambilonghi
Monmouth County	Teri O'Connor	
Morris County	Hon. Kathy DeFillippo	Gerald Rohsler
Newark	Phillip Scott	
Ocean County		
Passaic County		
Somerset County	Hon. Brian Levine Walt Lane	
Sussex County	Tom Drabic	
Union County	Hon. Angel Estrada	Liza Betz John Witsch
Warren County	Hon. Jason Sarnoski David Dech	
Governor's Office	Lauren LaRusso	
NJDOT	Mike Russo	Tom Houck LeRoy H. Gould Bryan Kowelski
NJ TRANSIT	Jeremy Colangelo-Bryan	
Port Authority of NY & NJ	Steve Brown	Jay Shuffield
Citizen's Representative	Jared Rodriguez	

<b>Other Attendees</b>	
Neile Weissman	Complete George
Liz Archer	Dewberry
Bob Werkmeister	GPI
Ted Del Guercio	McManimon, Scotland & Baumann, LLC
Mike Hall	Michael Baker International
Frank Scarantino	Mott MacDonald

Tim Sevener	NJARP
Dan Callas	TransOptions
Ted Freedman	Union County
Various members of Central Staff	NJTPA

**DRAFT RESOLUTION:   ENDORSEMENT OF THE DRAFT FY 2020  
TRANSPORTATION CAPITAL 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 is the MPO responsible for updating the Transportation Improvement Program (TIP) for the northern part of New Jersey as required by 23 CFR Part 450 and 49 CFR Part 613; and

**WHEREAS**, by federal and state law, NJ TRANSIT, the New Jersey Department of Transportation (NJDOT) and the MPOs biennially establish the federal and state revenue levels that each organization will program for projects and programs in the State's Transportation Capital Program (TCP) and the Statewide Transportation Improvement Program (STIP); and

**WHEREAS**, the annual TCP is a list of all highway, bridge, transit, and related projects funded with federal, state, and certain other funds; and

**WHEREAS**, the FY 2020 TCP was developed by NJDOT and NJ TRANSIT and is the foundation for the NJTPA's federally required Transportation Improvement Program (TIP); and

**WHEREAS**, NJTPA Central Staff and the subregions have reviewed the TCP; and

**WHEREAS**, NJDOT, NJ TRANSIT, and the MPOs are permitted to make certain funding adjustments within the budget for the State's TCP and within the STIP, subject to state and federal laws and regulations; 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 endorses the FY 2020 Transportation Capital Program.

**BE IT FURTHER RESOLVED** copies of this resolution 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: MINOR AMENDMENT TO THE FY 2018 – 2021  
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 FY 2018 – 2021 Transportation Improvement Program (TIP) on November 13, 2017; 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 the following two projects: Repairs at Harrison Car Maintenance Facility (DB# PA1710) and Trackwork Repair and Restoration (DB# PA1419) to support the new 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 2018 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 2018 – 2021 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.

**DRAFT RESOLUTION: MINOR AMENDMENT TO THE FY 2018 – 2021  
TRANSPORTATION IMPROVEMENT PROGRAM TO  
ADD FEDERAL FUNDS TO THE ROUTE 3, ROUTE 46,  
VALLEY ROAD AND NOTCH/RIFLE CAMP ROAD  
INTERCHANGE, CONTRACT B PROJECT IN PASSAIC  
COUNTY 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 2018 – 2021 Transportation Improvement Program (TIP) on November 13, 2017; 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 federal funds above the amount specified in the MOU constitutes a minor amendment if the changes do not require a new air quality conformity determination; and

**WHEREAS**, the NJDOT is requesting that federal National Highway Performance Program (NHPP) funds be added to the *Route 3, Route 46, Valley Road and Notch/Rifle Camp Road Interchange, Contract B in Passaic County (DB# 059B)* project; and

**WHEREAS**, fiscal constraint is maintained because funds have been made available through the Fiscal Constraint Bank; 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 2018 – 2021 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 this action, 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 2018 – 2021 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.