



**North Jersey Transportation Planning Authority, Inc.**

**PLANNING AND ECONOMIC DEVELOPMENT COMMITTEE**

Freeholder John P. Kelly, Chair  
Freeholder Sara Sooy, Vice Chair

**PROJECT PRIORITIZATION COMMITTEE**

Freeholder John W. Bartlett, Chair  
Freeholder Jason Sarnoski Vice Chair

**December 14, 2020**

**Virtual meeting via telephone and/or computer connection**

**Instructions for dialing in are attached**

**10:30 AM**

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- I. Roll Call
  - II. Approval of Minutes
  - III. Regional Transportation Advisory Committee (RTAC) Report – Mark Jehnke, Ocean County
  - IV. Action Items

Project Prioritization Committee

- 1. Minor Amendment to the FY 2020-2023 Transportation Improvement Program to Add the Ferry Slip Reconstruction at the CRRNJ Terminal State Historic Site - Phase 1 – Eve Chamberlain, Central Staff (Attachment PPC-1)
- 2. Minor Amendment to the FY 2020-2023 Transportation Improvement Program to Add the Clay Street Bridge over Passaic River Project in Hudson County – Eve Chamberlain (Attachment PPC-2)
- 3. Minor Amendment to the FY 2020-2023 Transportation Improvement Program to Add the Bridge Street Bridge over the Passaic River Project in Essex County – Eve Chamberlain (Attachment PPC-3)
- 4. Minor Amendment to the FY 2020-2023 Transportation Improvement Program to Add Federal Funding for the Portal North Bridge as Requested by NJ TRANSIT – Eve Chamberlain (Attachment PPC-4)
- 5. Modification to the FY 2020-2023 Transportation Improvement Program to Increase Funding on the Route 27, Dehart Place to Route 21, Union County Project – Eve Chamberlain (Attachment PPC-5)

Planning and Economic Development Committee

- 6. Approval of the North Jersey Transportation Planning Authority Title VI Implementation Plan Update – Angel Young, Central Staff (Attachment PEDC-6)

7. Support for Public Transit Agency Safety Plan Targets Set by the New Jersey Transit Corporation – Keith Miller, Central Staff and Dale Sulpy and Joseph Word, NJ TRANSIT (Attachment PEDC-7)

V. Information Items

1. Draft FY 2022 UPWP Update – Karen Rosenberger, Central Staff
2. Plan 2050 Development Update – Lois Goldman and Ted Ritter, Central Staff
3. TNJ Initiative Update – Jeff Perlman, Central Staff
4. Trans-Hudson Update – Dave Behrend, Central Staff
5. Federal Policy Update – Dave Behrend

VI. Written Information Items

1. Congestion Management Process Working Group Update and Equity Assessment – Eugene McGuinness, Central Staff
2. Travel Demand Management and Mobility Plan – Peter Bilton, Central Staff
3. Complete Streets Technical Assistance - Phase II – Peter Bilton and Keith Hamas, Central Staff

VII. Other Items

VIII. Next Meeting: February 16, 2021, 10:30 a.m.

IX. Adjournment



**North Jersey Transportation Planning Authority, Inc.**

**PLANNING AND ECONOMIC DEVELOPMENT COMMITTEE**

Freeholder John P. Kelly, Chair  
Freeholder Sara Sooy, Vice Chair

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**AGENDA**  
**December 14, 2020**

**VI. Written Information Items**

1. Congestion Management Process Working Group Update and Equity Assessment  
Eugene McGuinness, Central Staff

Central Staff convened the fourth meeting of the Congestion Management Process Working Group on Tuesday, November 17. The Working Group includes staff and representatives from member subregions, NJDOT, NJ TRANSIT, PANYNJ, TMAs and neighboring MPOs. This meeting had a twofold purpose, to discuss the Equity Assessment work that has been completed so far, and to introduce the next task in the project, the Strategy Assignment. Consultants from ICF and FHI presented findings from the equity discussion and facilitated discussion on both the equity findings and the preliminary strategy assignment.

The Equity Assessment identifies several disadvantaged populations based on federal environmental justice guidance and Title VI, including foreign-born residents, people with disabilities, the elderly, low-income residents, racial/ethnic minorities, and people with limited English proficiency. Findings identified areas of overlap between disadvantaged populations and places with long commutes and concentrations of bicycle and pedestrian crashes. Membership in a disadvantaged population also correlates with certain travel modes, with minority, foreign-born, limited English proficiency, and low-income residents all less likely to drive alone and more likely to carpool, take transit, or use active transportation.

The meeting included extensive discussion on the equity needs and initial strategies, offering insights and observations on potential approaches to coordination, and specific resources that could be used to augment the analysis. The second discussion on strategies was brief, and included dialogue on how projects could be advanced. The strategy discussion will continue in the next and final meeting, to be held in the early part of next year.

(continued)

2. Transportation Demand Management and Mobility Plan update  
Peter Bilton, Central Staff

The NJTPA, with consultant support from ICF, is developing a transportation demand management (TDM) and mobility plan for the NJTPA region. TDM is a set of strategies to improve the efficiency of the transportation system, including encouraging the shift from single-occupant vehicle trips to transit or shared vehicles, or to trips out of peak periods. A draft list of fifty-one TDM and mobility strategies was refined via a Technical Advisory Committee (TAC) survey and discussion at a September 30 TAC meeting and documented in a technical memorandum. Six of these strategies were selected for more detailed development into Implementation Briefs that will detail potential partner agency and stakeholder roles, action steps, timelines, and resource needs. Outlines of these briefs will be presented to the TAC for discussion in December.

3. Complete Streets Technical Assistance  
Peter Bilton and Keith Hamas Central Staff

Under Complete Streets Technical Assistance – Phase 2, the Voorhees Transportation Center at Rutgers and the Sustainability Institute at the College of New Jersey are providing training and planning-level technical assistance to municipalities on bicycle networks, walkable community workshops, conceptual renderings for complete streets, and conducting Crime Prevention Thought Environmental Design audits. Workshops and virtual public meetings have been completed for Bradley Beach, Cranbury, Dunellen, Franklin Township, Garwood, Hackensack, Manville, and West Orange projects. The consultant team is preparing final reports that will be reviewed by NJTPA, municipal leaders, and state and subregional stakeholders.



## **Joint Project Prioritization Committee (PPC) and Planning and Economic Development Committee (PEDC) Virtual Meeting Notice:**

The agenda package for the December 14 Joint PPC/PEDC meeting is attached. The meeting will be held via GoToMeeting. The log-in details are below. Please login five or ten minutes early to ensure your connection works. Your options for participation, in order of preference, are:

1. on a computer or tablet without a mic, using your phone to call-in for audio (the app will be downloaded and installed if you don't have it already) \*
2. on a computer or tablet with a mic (the app will be downloaded and installed if you don't have it already) \*\*
3. on a smartphone by installing and using the GoToMeeting app (download from Apple store or Playstore)
4. on a phone for audio only (no app required)

\* If you use option 1 (computer/tablet and call-in), log-in to your computer first, choose "phone call" to listen/talk, and you will be provided an audio PIN. The PIN allows you to be identified by name to other meeting participants. If not, you will show up as "Caller #" (the PIN # is also in the audio tab of the comment box after you log in)

\*\* If you use option 2 (computer/tablet with mic), choose "computer audio" to listen/talk.

Further information is available on the GoToMeeting **Quick Guide for Attendees at**

<https://www.gotomeeting.com/meeting/resources/gotomeeting-quick-and-helpful-guide-for-attendees>

If you have any questions or concerns, don't hesitate to contact me at 973-639-8410.

**Instructions for calling into the Joint PPC/PEDC Meeting**  
Monday, December 14, 2020 10:30 AM - 12:30 PM (EDT)

**Please join my meeting from your computer, tablet or smartphone.**

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**Access Code:** 255-738-765

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Dial in or type: 67.217.95.2 or [inroomlink.goto.com](https://inroomlink.goto.com)

Meeting ID: 255 738 765

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

## **PROJECT PRIORITIZATION COMMITTEE**

Freeholder John W. Bartlett – Chair  
Freeholder Jason Sarnoski – Vice Chair

## **PLANNING AND ECONOMIC DEVELOPMENT COMMITTEE**

Freeholder John P. Kelly – Chair  
Freeholder Sara Sooy – Vice Chair

### **Joint Meeting Minutes October 21, 2020**

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#### **I. Roll Call of Members**

Project Prioritization Committee (PPC) Vice Chair Freeholder Jason Sarnoski, Warren County, called the meeting to order at 10:30 a.m. Fourteen members of the PPC and 13 members of the Planning and Economic Development Committee (PEDC) were present.

#### **II. Approval of Minutes**

A motion to approve the minutes of the August 17, 2020 meeting, with a correction noted by Freeholder Kathy DeFillippo, Morris County, was made by Morris County, seconded by Warren County and carried with 19 affirmative votes. Union County abstained.

#### **III. Presentation: New Jersey 2020 Strategic Highway Safety Plan**

Bill William Riviere, NJDOT, introduced Khalid Shaikh, NJDOT Bureau of Safety Bicycle and Pedestrian Programs, Project Manager for the development and implementation of the federally required New Jersey 2020 Strategic Highway Safety Plan. Mr. Shaikh said this data-driven, performance-based, five-year plan is designed to reduce fatalities and serious injuries on all public roads in the state. Emphasis areas in the plan include equity, lane departure, intersections, driver behavior, pedestrians and bicyclists, and other vulnerable road users. Collaborating stakeholders on the plan include government agencies, health and education organizations, advocacy groups and the members of the public. Mr. Shaikh said implementation began in August, and there will be periodic high-level assessment of its progress and opportunities for improvement. The Plan website: [www.saferoadsforallnj.com](http://www.saferoadsforallnj.com).

Lois Goldman, Central Staff, said NJTPA staff will be involved in implementing the Strategic Plan in several ways, including through ongoing safety programs such as Local Safety, High Risk Rural Roads, Street Smart NJ and addressing safety needs in disadvantaged communities.

She noted that the state's Transportation Management Associations (TMAs), which are managed by the NJTPA, provide safe travel options for seniors and people with disabilities.

#### IV. RTAC Update – Mark Jehnke, Ocean County

RTAC Chair, Mark Jehnke, reported on the activities of the October 13 RTAC meeting. He said the Committee heard a presentation from NJTPA staff on the Active Transportation Background Paper for Plan 2050 and received updates on the development of the Fiscal Year 2022 Unified Planning Work Program (UPWP), the solicitation for the FY 2022 Subregional Transportation Program, the NJTPA CMAQ Performance Plan, and NJDOT, and the TNJ Initiative.

Mr. Jehnke said the committee also reviewed the action items on the agenda for this joint committee meeting.

#### V. Action Items

##### PPC

##### 1. Endorsement of the Draft FY 2021 Transportation Capital Program

Ann Ludwig, Central Staff, said the Transportation Capital Program (TCP) provides the foundation for the NJTPA's Transportation Improvement Program (TIP). She noted that the 2021 program includes nearly \$3.3 billion for investment in the NJTPA region and includes \$2 billion in NJDOT projects and programs and \$1.3 billion for NJ TRANSIT. She noted that the NJTPA met with the state's other MPOs, NJDOT and NJ TRANSIT to develop a draft schedule for the FY 2022 TIP.

PPC Vice Chair, Freeholder Jason Sarnoski, Warren County, expressed concern about the inclusion in the Capital Program of the Route 80 Rockfall Mitigation project in Hardwick Township. He called for an environmental study on the potential impacts of the project to the surrounding communities, and he questioned its high cost. The Freeholder also noted that the Route 57, County Route 519 Intersection Improvement project in Lopatcong Township is a critical need, yet it continues to be deferred.

Peter Botsolas, Bergen County said he would vote to endorse the Capital Program, but he expects the NJTPA to follow-up regarding changes to funding for improvements to the Northern Branch Rail Line.

Sal Presti, Passaic County, said the County was endorsing this program and wished for continued support with advancing the findings of the Paterson - Newark Transit Market Study.

A motion to endorse the TCP was made by Middlesex County, seconded by Hudson County and carried with 12 affirmative votes. Warren County cast a negative vote.

## 2. Approval of Projects for the 2020 Local Safety Program and High Risk Rural Roads Program

Patricia Newton, Central Staff, said the July solicitation yielded 12 applications for the Local Safety Program (LSP) and two for High Risk Rural Roads (HRRR). A Technical Review Committee recommended 11 LSP and two HRRR projects totaling \$96 million for implementation. Christine Mittman, Central Staff, outlined the 2021-2026 funding plan for the LSP/HRRR program and noted that the NJTPA is working with NJDOT to identify supplemental funding options for the successful programs.

A motion to approve the resolution was made by Middlesex County, seconded by Hudson County and carried with 13 affirmative votes. Union County abstained.

## 3. Minor Amendment to the FY 2020 - 2023 Transportation Improvement Program to Add the Route 15, Route 94 to Route 206/CR 565 Project in Sussex County

Eve Chamberlain, Central Staff, said NJDOT requested the addition to the TIP of this resurfacing project that is ready for construction authorization. She said it can move forward with \$7.2 million in National Highway Performance Program funds.

Ms. Chamberlain said the following minor amendments would add five locally sponsored projects that are ready to advance to the Preliminary Engineering phase of work and would be funded with Surface Transportation Block Grant Program funds that are available from the NJTPA future projects line item:

4. County Route 510 (Columbia Turnpike) Bridge over Black Brook Project in Morris County – \$400,000 in FY 2021 for Preliminary Engineering and \$6.3 million for additional work in later years including construction in FY 2024.
5. East Anderson Street Bridge over the Hackensack River in Bergen County – \$1.9 million in FY 2021 for Preliminary Engineering and \$41.1 million for additional work in later years including construction in FY 2026.
6. Kingsland Avenue Bridge over Passaic River in Bergen County – \$1.5 million in FY 2021 for Preliminary Engineering and \$37.7 million for additional work in later years including construction in FY 2026.
7. County Route 567 (Picket Place) Bridge over South Branch of Raritan River Project in Somerset County – \$1.4 million in FY 2021 for Preliminary Engineering and \$11.6 million for additional work in later years including construction in FY 2025.
8. County Route 512 (Valley Road) Bridge over Passaic River Project in Somerset County – \$1 million in FY 2021 for Preliminary Engineering and \$8.1 million for additional work in later years including construction in FY 2025.

A motion to endorse Resolutions 3-8 was made by Middlesex County, seconded by Morris County and carried with 13 affirmative votes. Union County abstained.

Freeholder Sarnoski turned the meeting over to PEDC Chair Freeholder John Kelly, Ocean County.

## PEDC

### 9. Support for 2021 Safety Performance Measure Targets Set by the NJDOT in Collaboration with the NJTPA and other MPOs in New Jersey

Keith Miller, Central Staff, said the NJTPA coordinated with NJDOT, the New Jersey Division of Highway Traffic Safety, and the other New Jersey MPOs to analyze trends and set targets for five performance measures set by the Federal Highway Administration (FHWA). These safety performance measures include number and rate of fatalities, number and rate of serious injuries, and number of non-motorized fatalities and non-motorized serious injuries.

Mr. Miller said that a new, expanded federal definition of serious injuries was established in 2019, making it difficult to gauge the region's progress in reducing injuries, but overall, the NJTPA region has seen a reduction in the number and rate of traffic fatalities. He said, with this action, the NJTPA will agree to plan and program projects that support the attainment of the state safety performance measures targets for 2021. He noted that the NJTPA continues to accomplish this goal through its Local Safety and High Risk Rural Roads programs, Street Smart New Jersey, and other safety programs.

In answer to a question from Freeholder Sarnoski, Mr. Miller said while there has been a reduction in the number of highway crashes because of the pandemic-related decrease in traffic, the severity of injuries has risen due to speeding.

In answer to a question from Jared Rodriguez, Citizens' Representative, Mr. Miller said the region is seeing more pedestrian and non-motorized fatalities as well.

A motion to endorse the resolution was made by Essex County, seconded by City of Newark and carried with 12 affirmative votes. Jersey City abstained.

### 10. Approval of FY 2021-2023 Congestion Management Air Quality (CMAQ) Funding for the Transportation Clean Air Measures Program (TCAM)

Liz DeRuchie, Central Staff, said the NJTPA, in coordination with NJDOT, recommended 11 TCAM projects, totaling \$20.6 million for implementation. The funds will go toward implementing zero emissions goods movement; reducing emergency vehicle idling; providing electric vehicle charging grants; making trail and path improvements; optimizing traffic signals; and purchasing electric buses. Recipients include Essex, Monmouth, Morris and Passaic counties; the municipalities of Paterson, Union City, and Weehawken; EZ Ride TMA; the New Jersey Department of Environmental Protection; and International Motor Freight.

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

## 11. Approval of FY 2021-2023 CMAQ Funding for the Local Mobility Initiatives Program

Peter Bilton, Central Staff, said the NJTPA, in coordination with NJ TRANSIT, recommends four projects totaling \$1.8 million in CMAQ funding for implementation under the FY 2021 Local Mobility Initiatives program. He said this program supports local shuttle bus operations and vehicle replacement. Three of the recommended projects are for vehicle replacements for: the Sussex County Skylands Ride program; the Borough of Fort Lee's ferry access service; and shuttles operated by the City of Orange Commuter Transportation Project. The fourth provides operational support for the Jersey Blues Line sponsored by Brookdale Community College in Monmouth County.

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

## VI. Information Items

### 1. Plan 2050: Transportation, People and Opportunity Update

Ms. Goldman said the Active Transportation Background paper had been published and would be followed shortly by papers on Technology and Climate Change. She said the New Jersey MPOs are scheduled to meet in October and November to discuss financial assumptions for the Long Range Transportation Plan financial element.

Ted Ritter, Central Staff, spoke about the Plan 2050 public engagement efforts. He said the [Plan 2050 website](#) includes a survey in multiple languages. He encouraged all take the survey and share it through county and municipal communication channels, social media, and email. Mr. Ritter reported that, with consultant support, NJTPA staff conducted five virtual public workshops, one entirely in Spanish. He said the public outreach team is exploring ways to attract a larger and more varied audience for upcoming virtual workshops.

Mr. Ritter said the first symposium in the TPA Tuesdays series was held October 6. It focused on Adapting to Change and featured keynote speaker Harriet Trigone, New Urban Mobility Alliance, and a panel discussion of challenges and opportunities. Two more symposiums are planned for this fall and winter.

### 2. FY 2022 UPWP Development

Karen Rosenberger, Central Staff, updated the committees on the development of the FY 2022 UPWP. Prior to the meeting Ms. Rosenberger sent a package of the following materials distributed to Board and RTAC members via email: FY 2022 UPWP Development Schedule for Chapters I, II, III and IV, a letter outlining NJDOT Planning Priorities for MPOs, a letter outlining FHWA priorities for MPOs, and a slide presentation outlining elements of the FY 2022 UPWP.

Ms. Rosenberger said input from the Trustees and RTAC members will be sought throughout the development process, and she asked that any suggestions for the program update be submitted by

October 31, so they may be incorporated into the first draft, which will be distributed for review in December. Ms. Rosenberger said subsequent comments on the draft program are requested by January 7. The final draft will be presented to the standing committees for endorsement in February 2021 and to the Board for approval in March.

### 3. NJTPA CMAQ Performance Plan and NJDOT Mid Period Performance Measures Report

Rick Cippolletti, Central Staff, said NJDOT has submitted its Mid Performance Period Progress Report to FHWA along with the NJTPA CMAQ Performance Plan.

Keith Miller, Central Staff, explained that the NJTPA CMAQ Performance Plan addresses federal requirements for MPOs for establishing performance measures targets associated with the CMAQ program. The measures include two dealing with congestion and one concerning the reduction in on-road mobile source emissions. The key component of the plan includes urbanized area targets for peak hour excessive delay and non-SOV travel, and a regional target for emissions reduction in pollutants and precursors from anticipated projects within NJTPA air quality non-attainment and maintenance areas.

Mr. Miller said the NJTPA CMAQ Plan discusses each performance measure, an assessment of progress toward achieving the established targets, and a list of upcoming CMAQ projects and their part in improving air quality. He reported that the region has met these targets. In 2022, two NJTPA CMAQ performance plans will be due: the final performance report for the 2018-2021 period and a new baseline report for the next four-year performance period.

### 4. Title VI Plan Update

Angel Young, Central Staff, said the NJTPA received comments from FHWA and the Federal Transit Authority (FTA) on the NJTPA Title VI Plan that was adopted by the Board in September. She explained that the plan was developed in response to a civil rights corrective action issued during the NJTPA 2019 federal certification review. The FHWA New Jersey Division civil rights specialist advised the NJTPA to include additional information in the plan to meet federal requirements. The comments were on three areas: organization and staffing, a subrecipient review procedure, and compliance and enforcement procedures. Ms. Young said Central Staff updated the NJTPA Title VI Plan to address the comments and are awaiting further input from the FHWA. The updated plan is slated for Board adoption in January.

### 5. Together North Jersey (TNJ) Initiative Update

Jeff Perlman, Central Staff, said the TNJ Initiative is collaborating with the Voorhees Transportation Center (VTC) to update the TNJ plan. As part of the process, the four TNJ task forces (Efficient, Competitive, Resilient, and Livable) are holding meetings in October and updating strategies through early 2021.

Mr. Perlman reported that the solicitation for the Local Technical Assistance program yielded 12 proposals for the competitive program. He said the VTC and NJTPA will review the proposals

and notify successful applicants in November. Through the program, the VTC provides technical assistance to municipalities, non-profits, and community groups for projects that serve to implement the strategies of the TNJ plan.

Mr. Perlman said the TNJ Initiative will collaborate with New Jersey Institute of Technology (NJIT) to conduct three one-hour webinars on brownfields redevelopment on October 26, November 5 and November 12.

#### 6. Trans-Hudson Update

Dave Behrend, Central Staff, said trans-Hudson travel in some areas has rebounded significantly, since the pandemic's beginning. He said July truck traffic at the Port Authority of New York & New Jersey crossings was only 15 percent lower than July 2019 and has rebounded enough so that the agency reopened the exclusive bus lane at the Lincoln Tunnel. Concerning transit, Mr. Behrend said bus ridership between New Jersey and New York is still significantly lower than it was before the pandemic, and rail is only 20-25 percent of pre pandemic levels. He said NJ TRANSIT bus routes are running at about 70 percent of pre pandemic levels to address the needs of many transit dependent residents. Mr. Behrend also reported that the Portal Bridge project continues to advance through the FTA process, while the Hudson River Tunnel project sees no movement.

#### 7. Federal Policy Update

Mr. Behrend reported that Congress passed a continuing resolution that funds the government through December 11 and authorized the FAST Act for one more year through September 30, 2021. He said the Senate Environment and Public Works Committee passed a bill on infrastructure last summer that never advanced to the full Senate, and the House passed a broader infrastructure package that included transportation, but the Senate has given no indication they will consider it. Mr. Behrend said neither of these bills came with a full accounting of how they will be funded.

#### VII. Other Items

In answer to a question from Freeholder Kelly, NJTPA Chair Kathy DeFillippo, Morris County, said the NJTPA is in touch with leadership at the Governor's office and NJIT regularly, and NJTPA staff will continue to work remotely and conduct virtual meetings until further notice.

Freeholder Sara Sooy, Somerset County announced that New Jersey Economic Development Authority is working with the NJIT Business Action Center to promote a brownfields loan program.

VIII. Next Meeting: December 14, 2020.

IX. Adjournment

The meeting was adjourned at 12:27 p.m.



**JOINT COMMITTEE MEETING  
ATTENDANCE  
October 21, 2020**

**Project Prioritization Committee**

VOTING MEMBERS	
Hon. Jason Sarnoski (Vice Chair)	Warren County
Hon. Zach Rich	Hunterdon County
Hon. Charles Kenny	Middlesex County
Hon. Kathy DeFillippo	Morris County
Hon. Joshua Hertzberg	Sussex County
Peter Botsolas	Bergen County
Byron Nicholas	Hudson County
Inkyung Englehart	Monmouth County
Sal Presti	Passaic County
Liza Betz	Union County
Lauren LaRusso	Governor's Authorities Unit
Jim Lewis	NJDOT
Megan Massey	NJ TRANSIT
Jared Rodriguez	Citizens' Representative

**Planning and Economic Development Committee**

VOTING MEMBERS	
Hon. John Kelly (Chair)	Ocean County
Hon. Sara Sooy (Vice Chair)	Somerset County
Hon. Kathy DeFillippo	Morris County
Hon. Jason Sarnoski	Warren County
David Antonio	Essex County
Barkha Patel	Jersey City
Phillip Scott	City of Newark
Sal Presti	Passaic County
Lauren LaRusso	Governor's Authorities Unit
Jim Lewis	NJDOT
Megan Massey	NJ TRANSIT
Jay Shuffield	Port Authority of New York & New Jersey
Jared Rodriguez	Citizens' Representative

Also In Attendance	
Joseph Baladi	Bergen County
Adam Bradford	Hunterdon County
Elias Guseman	Jersey City
Doug Greenfeld	Middlesex County

David Schmetterer	Monmouth County
James Bonanno	Monmouth County
John Hayes	Morris County
John Hayes	Morris County
Trevor Howard	City of Newark
Kalid Shaikh	NJDOT
William Riviere III	NJDOT
Jim Vari	NJDOT
Eric Powers	NJDOT
Brian Leckie	NJDOT
Jeevanjot Singh	NJDOT
Daniel LiSanti	NJDOT
Various members of Central Staff	NJTPA
John Ernst	Ocean County
Walt Lane	Somerset County
Ken Wedeen	Somerset County
Andras Holzman	Somerset County
Tom Drabic	Sussex County
Brian Appezzato	Warren County
Bob Werkmeister	GPI
Dave Kuhn	GPI
Raymond Fusco	
Janet Keiser	



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

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

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

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

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

**WHEREAS**, according to the MOU, when a project is added to the TIP or when federal funds are added to a project where none are currently programmed and a new air quality conformity determination is not required, this constitutes a minor amendment; and

**WHEREAS**, the North Jersey Transportation Planning Authority on behalf of the New Jersey Department of Environment Protection (NJDEP) is requesting the addition of a project: Ferry Slip Reconstruction at the CRRNJ Terminal State Historic Site -Phase 1 (DB# N2101) located in Liberty State Park, Jersey City in Hudson County to be programmed with federal Passenger Ferry Grant funds (Section 5307) and with State Parks Capital Funds; and

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

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

**WHEREAS**, the FY 2020 - 2023 TIP conforms to the MAP-21/FAST Act performance-based planning requirements; and

**WHEREAS**, consistent with NJTPA public participation procedures, the NJTPA has provided opportunities for review of these actions; and

**WHEREAS**, no action authorized by the NJTPA shall have force or effect until ten (10) days, Saturdays, Sundays and public holidays excepted, after a copy of the minutes of the meeting of the Board of Trustees has been delivered to the Governor for review, unless prior to

expiration of the review period the Governor shall approve same, in which case the action shall become effective upon such approval.

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

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

## **Summary of Action**

### **Minor Amendment to the FY 2020 - 2023 Transportation Improvement Program to Add the Ferry Slip Reconstruction at the CRRNJ Terminal State Historic Site - Phase 1**

**Action:** In order to advance the following project, the North Jersey Transportation Planning Authority on behalf of the New Jersey Department of Environment Protection (NJDEP) has requested amending the FY 2020 – 2023 TIP to program federal funds.

**Background:** According to the *TIP Memorandum of Understanding*, when a project is added to the TIP or when federal funds are added to a project where none are currently programmed, and a new air quality conformity determination is not required, this constitutes a minor amendment, and action is required by the NJTPA Project Prioritization Committee and the NJTPA Board of Trustees. The following revision is required due to the addition of federal funds on a project in Hudson County that is sponsored by the NJDEP. It is exempt from an air quality conformity determination and does not impact the current conformity determination.

#### **Minor Amendment:**

- **Ferry Slip Reconstruction at the CRRNJ Terminal State Historic Site - Phase 1, Hudson County DB# N2101**

The NJDEP has requested adding this project located in Liberty State Park, Jersey City into the FY 2020 TIP as it is ready to be authorized. The project received a FY 2019 Passenger Ferry Grant Program (49 USC 5307) grant award for \$5.9 million. Additional funding will be provided by NJDEP with State Parks Capital Funds (Corporate Business Tax). (Adding \$5.9 million in Sect 5307 funds in Federal Fiscal Year (FFY) 2021 and \$1.532 million in CBT – OTHER funds in FFY 2021.)

The attached documents provide further details on this project.

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

**Staff Recommendation:** Central Staff recommends approval of this action.

**Ferry Slip Reconstruction Project – Phase 1  
Central Railroad of NJ Terminal State Historic Site  
Liberty State Park  
NJ Dept of Environmental Protection**

**PROJECT DESCRIPTION AND CONTACT**

**DESCRIPTION**

The NJDEP received conditional approval of the FTA FY19 Ferry Passenger Grant Program in the amount of \$6M to facilitate Phase 1 - Ferry Slip Reconstruction at the CRRNJ Terminal State Historic Site, Liberty State Park, Jersey City, Hudson County. The reconstruction of *ALL* the ferry slips has been on the back log of NJ Parks and Forestry's capital project list for decades. In 2016, engineering and design was conducted, and the total construction cost for reconstructing all the ferry slips was estimated at \$25M. Unfortunately, due to funding constraints the project was never initiated. For the purposes of presenting a project to the FTA with a reasonably achievable estimated cost, the project was broken into phases and the original estimated cost was prorated. The FTA grant is \$6M and the NJDEP will provide a 20% match in the amount \$1,532,473.97. The total estimated cost of Phase 1 is \$7,532,473.97. The match will come from the NJ State Parks capital funds (Corporate Business Tax). The Phase 1 – Ferry Slip Reconstruction includes engineering/design, mobilization; demolition of Pier 5 / fender rack, adjacent access platforms; construction of new pier 5 / fender rack, access platforms, railing, lighting and electric. Through an interagency agreement, NJDOT – Office of Marine Resources will serve as project management for the project. Once the slip is completed, the daily public ferry service connecting Liberty State Park, Ellis Island and the Statue of Liberty can be relocated to this slip . The ferry slip will also provide additional ferry landing options for tourism, special events, and emergency situations.

**CONTACT**

Robert W. Rodriguez  
Superintendent  
Liberty State Park  
NJ Dept. of Environmental Protection

200 Morris Pesin Drive  
Jersey City, NJ 07305  
(o) 201.915.3400 x 105  
(m) 609.649.2293  
rob.rodriguez@dep.nj.gov

**Ferry Slip Reconstruction Project – Phase 1  
Central Railroad of NJ Terminal State Historic Site  
Liberty State Park  
NJ Dept of Environmental Protection**

**SCHEDULE**

<b><u>TASK</u></b>	<b><u>START</u></b>	<b><u>DURATION</u></b>	<b><u>END</u></b>
Federally procuring Design Engineer	1/1/2021	3 months	3/1/2021
Engineering / Design	3/1/2021	6-8 months	9/1/2021
Permitting	6/1/2021	3-6 months	10/1/2021
Construction Procurement	10/1/2021	1 month	11/1/2021
Construction (incl mobilization, demolition, construction)	12/1/2021	12-18 months	late 2022 – early 2023



**Ferry Slip Reconstruction Project – Phase 1  
Central Railroad of NJ Terminal State Historic Site  
Liberty State Park  
NJ Dept of Environmental Protection**

**EST. BUDGET**

<b><u>TASK</u></b>	<b><u>EST BUDGET</u></b>
Engineering / Design	\$321,496.00
Mobilization	\$1,000,000.00
Demolition	\$1,373,952.00
Access Platform Construction	\$847,625.00
Pier & Fender Rack No.5 Construction	\$3,593,400.00
Lighting & Electric	\$405, 000.00
<b>TOTAL</b>	<b>\$7,532,473.97</b>

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**FUNDING SOURCES**

FEDERAL 80%	FTA-2019-002-TPM-PF (Passenger Ferry Grant Program)	\$6,000,000.00
STATE 20%	NJDEP – State Parks Capital Funds (CBT – Corporate Business Tax)	\$1,532,473.97



**DRAFT RESOLUTION: MINOR AMENDMENT TO THE FY 2020 – 2023  
TRANSPORTATION IMPROVEMENT PROGRAM TO  
ADD THE CLAY STREET BRIDGE OVER THE PASSAIC  
RIVER PROJECT IN HUDSON COUNTY**

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

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

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

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

**WHEREAS**, according to the MOU, when a project programmed with federal funds is added to the TIP, and a new air quality conformity determination is not required, this constitutes a minor amendment; and

**WHEREAS**, Hudson County has requested the addition of the Clay Street Bridge over the Passaic River project (DB# N1402) in Hudson County to the TIP utilizing federal STBGP-NY/NWK funds available in the NJTPA program, Future Projects (DB# N063); and

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

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

**WHEREAS**, the FY 2020 - 2023 TIP conforms to the MAP-21/FAST Act performance-based planning requirements; and

**WHEREAS**, consistent with NJTPA public participation procedures, the NJTPA has provided opportunities for review of these actions; and

**WHEREAS**, no action authorized by the NJTPA shall have force or effect until ten (10) days, Saturdays, Sundays and public holidays excepted, after a copy of the minutes of the meeting of the Board of Trustees has been delivered to the Governor for review, unless prior to 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.

## **Summary of Action**

### **Minor Amendment to the FY 2020 - 2023 Transportation Improvement Program to Add the Clay Street Bridge over the Passaic River Project in Hudson County**

**Action:** In order to advance the following project, the North Jersey Transportation Planning Authority (NJTPA) on behalf of Hudson County has requested amending the FY 2020 – 2023 TIP to program federal funds.

**Background:** According to the *TIP Memorandum of Understanding*, when a project is added to the TIP or when federal funds are added to a project where none are currently programmed, and a new air quality conformity determination is not required, this constitutes a minor amendment, and action is required by the NJTPA Project Prioritization Committee and the NJTPA Board of Trustees. The following revision is required to add a project in Hudson County, which has completed Local Concept Development and requires the addition of federal funds for phases of work that will be programmed in the TIP. The NJTPA Future Projects program line item (DB# N063) has Surface Transportation Block Grant Program (STBGP) funds available for this purpose. The project is exempt from an air quality conformity determination and does not impact the current conformity determination.

#### **Minor Amendment:**

- **Clay Street Bridge over the Passaic River, *Hudson County* DB# N1402**  
This project is ready to advance to the Preliminary Engineering phase of work. The project will be funded with STBGP-NY/NWK funds made available from the NJTPA Future Projects line item (DB# N063). The STBGP-NY/NWK funds will be programmed as follows: \$2 million in Federal Fiscal Year (FFY) 2021 for Preliminary Engineering; \$7 million in FFY 2024 for Design; \$0.1 million in FFY 2026 for Right of Way; and \$55.1 million in FFY 2027 for Construction.

The attached documents provide further details on this project.

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

**Staff Recommendation:** Central Staff recommends approval of this action.

PENDING ACTION

## NJTPA

### Transportation Improvement Program Fiscal Years 2020 - 2023

**Routes:** **Mileposts:** 0.0 - 0.07 **DBNUM:** N1402

**Name:** Clay Street Bridge over the Passaic River

Clay Street Bridge over the Passaic River is a swing span and was built in 1908. The bridge carries two 18'-4" foot wide lanes of traffic and two 9'-2.5" wide pedestrian sidewalks. The bridge is structurally deficient due to the serious condition of the superstructure. The overall condition rating of the bridge is "3 – Serious" due to the serious condition of the superstructure and low inventory ratings. It has a sufficiency rating of 33.0. The preferred alternative includes widening and replacement of the Clay Street Bridge along the existing alignment. The proposed structure would be a movable bridge on the existing profile. The movable bridge would span only one of the existing 75-foot wide waterway channels under the Clay Street Bridge. The typical section of the new bridge will be 68'-0", which will include two 12-foot wide eastbound lanes, one 12-foot wide westbound lane, an 8-foot wide outside shoulder in each direction, and a 6-foot wide sidewalk in each direction.

**Counties:** Hudson Essex

**Municipalities:** Newark City East Newark

**Project Type:**

**RCIS Category:** Bridges

**Sponsor:** Hudson County

**Est. Total Project Cost:** (Million)

**TIP:**

**PENDING**

**FY 2020 - 2023 TIP Cost:** (Million) \$2.000

**Unconstrained  
Information Year**

MPO	PHASE	SOURCE	2020	2021	2022	2023	2024-2029
NJTPA	PE	STBGP-NY/NWK		\$2.000			
NJTPA	DES	STBGP-NY/NWK					\$7.000
NJTPA	ROW	STBGP-NY/NWK					\$.100
NJTPA	CON	STBGP-NY/NWK					\$55.100
				\$2.000			\$62.200

**DATE SUBMITTED:** 11/13/2020



**DRAFT RESOLUTION: MINOR AMENDMENT TO THE FY 2020 – 2023  
TRANSPORTATION IMPROVEMENT PROGRAM TO  
ADD THE BRIDGE STREET BRIDGE OVER THE  
PASSAIC RIVER PROJECT IN ESSEX COUNTY**

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

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

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

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

**WHEREAS**, according to the MOU, when a project programmed with federal funds is added to the TIP, and a new air quality conformity determination is not required, this constitutes a minor amendment; and

**WHEREAS**, Essex County has requested the addition of the Bridge Street Bridge over the Passaic River project (DB# N1602) in Essex County to the TIP utilizing federal STBGP-NY/NWK funds available in the NJTPA program, Future Projects (DB# N063); and

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

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

**WHEREAS**, the FY 2020 - 2023 TIP conforms to the MAP-21/FAST Act performance-based planning requirements; and

**WHEREAS**, consistent with NJTPA public participation procedures, the NJTPA has provided opportunities for review of these actions; and

**WHEREAS**, no action authorized by the NJTPA shall have force or effect until ten (10) days, Saturdays, Sundays and public holidays excepted, after a copy of the minutes of the meeting of the Board of Trustees has been delivered to the Governor for review, unless prior to 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.

## **Summary of Action**

### **Minor Amendment to the FY 2020 - 2023 Transportation Improvement Program to Add the Bridge Street Bridge over the Passaic River Project in Essex County**

**Action:** In order to advance the following project, the North Jersey Transportation Planning Authority (NJTPA) on behalf of Essex County has requested amending the FY 2020 – 2023 TIP to program federal funds.

**Background:** According to the *TIP Memorandum of Understanding*, when a project is added to the TIP or when federal funds are added to a project where none are currently programmed, and a new air quality conformity determination is not required, this constitutes a minor amendment, and action is required by the NJTPA Project Prioritization Committee and the NJTPA Board of Trustees. The following revision is required to add a project in Essex County, which has completed Local Concept Development and requires the addition of federal funds for phases of work that will be programmed in the TIP. The NJTPA Future Projects program line item (DB# N063) has Surface Transportation Block Grant Program (STBGP) funds available for this purpose. The project is exempt from an air quality conformity determination and does not impact the current conformity determination.

#### **Minor Amendment:**

- **Bridge Street Bridge over the Passaic River, Essex County DB# N1602**
- This project is ready to advance to the Preliminary Engineering phase of work. The project will be funded with STBGP-NY/NWK funds made available from the NJTPA Future Projects line item (DB# N063). The STBGP-NY/NWK funds will be programmed as follows: \$2 million in Federal Fiscal Year (FFY) 2021 for Preliminary Engineering; \$7 million in FFY 2023 for Design; \$0.1 million in FFY 2025 for Right of Way; and \$29 million in FFY 2026 and \$48 million in FFY 2027 for Construction.

The attached documents provide further details on this project.

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

**Staff Recommendation:** Central Staff recommends approval of this action.

**PENDING ACTION**

## NJTPA

### Transportation Improvement Program Fiscal Years 2020 - 2023

**Routes:** CR 508

**Mileposts:** 12.27

**DBNUM:** N1602

**Name:** CR 508 (Bridge Street), Bridge over Passaic River

The historic structure was built in 1913 and rehabilitated in 1981. The structure is structurally deficient and functionally obsolete. 2 lanes with an overall roadway width of 39.5'. The bridge is eligible for placement on the National Register of Historic Places.

**Counties:** Essex Hudson

**Municipalities:** Newark City Harrison Twp

**Project Type:**

**RCIS Category:** Bridges

**Sponsor:** Essex County

**Est. Total Project Cost:** (Million)

**TIP:**

**PENDING**

**FY 2020 - 2023 TIP Cost:** (Million) \$9.000

**Unconstrained  
Information Year**

MPO	PHASE	SOURCE	2020	2021	2022	2023	2024-2029
NJTPA	PE	STBGP-NY/NWK		\$2.000			
NJTPA	DES	STBGP-NY/NWK				\$7.000	
NJTPA	ROW	STBGP-NY/NWK					\$.100
NJTPA	CON	STBGP-NY/NWK					\$77.000
				\$2.000		\$7.000	\$77.100

**DATE SUBMITTED:** 11/13/2020



**COUNTY OF ESSEX  
DEPARTMENT OF PUBLIC WORKS**

**900 BLOOMFIELD AVENUE  
VERONA, NEW JERSEY 07044-1393**

**☎ (973) 226-8500**

**📠 (973) 226-7469**

**JOSEPH N. DIVINCENZO, JR.  
COUNTY EXECUTIVE**

**Sanjeev Varghese, P.E., P.P.  
Director & County Engineer**

November 6, 2020

Ms. Mary Ameen  
Executive Director  
North Jersey Transportation Planning Authority  
One Newark Center, 17th Floor  
Newark, NJ 07102

**Re:           FY 2016 Local Concept Development Study  
              Bridge Street over the Passaic River  
              County of Essex/County of Hudson**

Dear Ms. Ameen:

Essex County has completed the Local Concept Development Study for the Bridge Street Bridge. This Essex County and Hudson County owned bridge spans the Passaic River and connects the City of Newark and the Township of Harrison. The Interagency Review Committee (IRC) reviewed this study and has recommended that this project be advanced to the Local Preliminary Engineering Phase.

Essex County requests that the above referenced project be entered into the Transportation Improvement Program (TIP). The Local Concept Development Study was completed in the summer of 2020 and Essex County is now developing the scope of work for the Local Preliminary Engineering phase of this project.

The County of Essex look forward to the continuous support of the NJTPA as this project is advanced through future phases.

Should you have any questions, please do not hesitate to contact me.

Sincerely,

Sanjeev Varghese, PE, PP  
Director & County Engineer

C:           Ann Ludwig, NJTPA  
              Eve Chamberlain, NJTPA

*Putting Essex County First*  
ESSEX COUNTY IS AN EQUAL OPPORTUNITY EMPLOYER



**NJTPA Local Modification Request**  
**Fiscal Constraint Chart** (amount in millions)

Project Name	DBNUM	County	Phase of Work	FY 2021 Add		FY 2021 Delete		FY 2022	FY 2023 Add		FY 2023 Delete		FY 2024	FY 2025 Add		FY 2025 Delete		FY 2026 Add		FY 2026 Delete		FY 2027 Add		FY 2027 Delete			
				Need	Source	Resource	Source		Need	Source	Resource	Source		Need	Source	Resource	Source	Need	Source	Resource	Source	Need	Source	Resource	Source		
Bridge Street Bridge over the Passic River	N1602	Essex	PE	\$2.000	STBGP-NY/NWK																						
Bridge Street Bridge over the Passic River	N1602	Essex	DES						\$7.000	STBGP-NY/NWK																	
Bridge Street Bridge over the Passic River	N1602	Essex	ROW													\$0.100	STBGP-NY/NWK										
Bridge Street Bridge over the Passic River	N1602	Essex	CON															\$29.000	STBGP-NY/NWK			\$48.000	STBGP-NY/NWK				
NJTPA, Future Projects	N063	Various	ERC			(\$2.000)	STBGP-NY/NWK					(\$7.000)		STBGP-NY/NWK				(\$0.100)	STBGP-NY/NWK			(\$29.000)	STBGP-NY/NWK			(\$48.000)	STBGP-NY/NWK
				\$2.000		(\$2.000)				\$7.000		(\$7.000)				\$0.100		(\$0.100)		\$29.000		(\$29.000)		\$48.000		(\$48.000)	



**DRAFT RESOLUTION: MINOR AMENDMENT TO THE FY 2020 – 2023  
TRANSPORTATION IMPROVEMENT PROGRAM TO  
ADD FEDERAL FUNDING FOR THE PORTAL NORTH  
BRIDGE AS REQUESTED BY NJ TRANSIT**

**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 there is a funding source change for a project in the TIP from the use of non-federal funds to the use of federal funds and a new air quality conformity determination is not required constitutes a minor amendment; and

**WHEREAS**, NJ TRANSIT is requesting the addition of federal funding to the Portal North Bridge (DB# T538) project to be programmed with Capital Investment Grants (CIG) program (Section 5309) funds; and

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

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

**WHEREAS**, the FY 2020 TIP conforms to the MAP-21/FAST Act performance-based planning requirements; and

**WHEREAS**, consistent with NJTPA public participation procedures, the NJTPA has provided opportunities for review of these actions; and

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

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

**BE IT FURTHER RESOLVED** that a copy of this resolution is forwarded to NJ TRANSIT for submission to the Federal Transit Administration.



## Summary of Action

### **Minor Amendment to the FY 2020 - 2023 Transportation Improvement Program to Add Federal Funding for the Portal North Bridge as Requested by NJ TRANSIT**

**Action:** In order to advance the following project, NJ TRANSIT has requested amending the FY 2020 – 2023 TIP to program additional federal funds for the Portal North Bridge.

**Background:** According to the *TIP Memorandum of Understanding*, when there is a funding source change for a project in the TIP from the use of non-federal funds to the use of federal funds, and a new air quality conformity determination is not required, this constitutes a minor amendment, and action is required by the NJTPA Project Prioritization Committee and the NJTPA Board of Trustees. The following revision is for the addition of federal Capital Investment Grants (CIG) program funds (Section 5309) and NJ TRANSIT matching funds. The project is exempt from an air quality conformity determination and does not impact the current conformity determination.

#### **Minor Amendment:**

- **Portal North Bridge, Hudson County DB# T538**

This project can be funded with available resources from the federal CIG program (Federal Fiscal Year [FFY] 2021, \$248 million of SECT 5309 funds; FFY 2022, \$125 million of SECT 5309 funds; FFY 2023, \$100 million of SECT 5309 funds; FFY 2024, \$100 million of SECT 5309 funds; FFY 2025, \$100 million of SECT 5309 funds; FFY 2026 \$93.5million of SECT 5309 funds).

Funds for the project listed in the TIP in the “other” category were monies allocated by the New Jersey Turnpike Authority for the portal project. The funds have now been reallocated and state funds will be utilized to offset the reallocation. State funding is programmed as follows (FY 2021, \$39 million; FY 2022 \$61.246 million; FY 2023, \$45.247 million; FY 2024, \$45.243 million; FY 2025, \$45.244 million; FY 2026, \$45.244 million; FY 2027, \$45.243 million; FY 2028, \$45.243 million; FY 2029, \$45.243 million).

Technical revisions were made to the project name and description.

The attached documents provide further details on this project.

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

**Staff Recommendation:** Central Staff recommends approval of this action.



# State of New Jersey

DEPARTMENT OF TRANSPORTATION  
1035 Parkway Avenue  
PO Box 600  
Trenton, New Jersey 08625-0600

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MPO:

PROJECT: **Portal North Bridge**

DBNUM: T538

TRACK #: NJT-T538-3-A-2020

TYPE OF PROJECT CHANGE: Change of funding source

ACTION TAKEN: NJ TRANSIT is requesting an amendment to add new Section 5309 funding in the NJTPA region, as follows:  
FY2021 for \$248M, FY2022 for \$125M, FY2023 for \$100M, FY2024 for \$100M, FY2025 for \$100M and FY2026  
for \$93.5M for a total amount of \$766.5M.

REASON FOR CHANGE:

Funding will be used to support the Portal North Bridge project.

MPO ACTION REQUIRED: Action requires MPO board approval

FISCAL CONSTRAINT:

Comments: Fiscal constraint is maintained.

CONFORMITY:

PUBLIC INVOLVEMENT:

## Transportation Improvement Program Fiscal Years 2020 - 2023

Routes: TRANSIT

Mileposts: N/A

DBNUM: T538

Name: Portal North Bridge

**CURRENT****DESCRIPTION**

Funding is for the design, engineering, construction and other necessary initiatives or items to complete the proposed replacement of the existing Portal North Bridge with a new high-level, two track, fixed structure bridge on a new rail alignment. The new bridge will be approximately 1,200 feet long and will have a clearance that accommodates current and forecasted maritime traffic, thereby eliminating the need for a movable span that interrupts rail operations and results in delays due to mechanical failures. This will improve reliability, allowing NJ TRANSIT to operate longer and higher capacity trains. Additionally, trains will be able to cross the bridge at 90 miles per hour, up from 60 miles per hour today.

\$345M in Amtrak funds will be applied to the Portal North Bridge (PNB) project once the funds are administered to NJ TRANSIT. \$57M in CMAQ funds are committed to purchase up to 25 commuter rail vehicles to support the PNB project. Refer to DB T112- Rail Rolling Stock Procurement where funds for supporting all rail rolling stock purchases are listed and explained. In addition, NJ TRANSIT is committing up to \$14M in local match for the CMAQ funds (through NJTTF) to support the PNB project. NJ Transit has requested \$811m under FTA's Section 5309 Capital Investment Grants Program, which would be applied to the STIP.

\$600M in New Jersey Economic Development Authority (NJEDA) proceeds are committed to the PNB Project.

**PENDING****DESCRIPTION**

Funding is for the design, engineering, construction and other necessary initiatives or items to complete the proposed replacement of the existing Portal North Bridge (PNB) with a new high-level, two track, fixed structure bridge on a new rail alignment. The project will be approximately 2.44 miles of two track rail infrastructure including a 1,200 feet long new bridge spanning the Hackensack River and will have a clearance that accommodates current and forecasted maritime traffic, thereby eliminating the need for a movable span that interrupts rail operations and results in delays due to mechanical failures. This will improve reliability, allowing NJ TRANSIT to operate longer and higher capacity trains. Additionally, trains will be able to cross the bridge at 90 miles per hour, up from 60 miles per hour today.

The estimated total project cost is \$1,732.1 Million (\$1,660.8 Million proposed Bridge Improvements Capital Investment Grants Program (CIG), \$71.3 Million proposed Rail Rolling Stock Purchase Congestion Mitigation Air Quality (CMAQ)).

Section 5309 Capital Investment Grant (CIG) = \$766.5 Million

NJ TRANSIT anticipates receiving \$766.5 Million under FTA's Section 5309 (CIG), which is applied to the STIP for PNB Project.

CIG Grant Local Match = \$797.3 Million

A total of \$797.3 Million of NJ TRANSIT local match will be committed to the Portal North Bridge CIG project which includes, \$600.0 Million in New Jersey Economic Development Authority (NJEDA), \$197.3 Million Transportation Trust Funds (TTF) for Portal North Bridge project.

Other Funding = \$168.4 Million

A total of \$97.0 Million of Amtrak (Non-Federal Funding) will be committed to the Portal North Bridge project by Amtrak. In addition, the project is funded with \$57.1 Million CMAQ (federal funds) for the purchase of up to 25 commuter rail vehicles with \$14.3 Million in TTF match. (Refer to DB T112- Rail Rolling Stock Procurement where funds for supporting all rail rolling stock purchases are listed and explained.)

Counties: Hudson

Municipalities: Kearny Secaucus

Project Type:

RCIS Category: Transit Preservation

Sponsor: NJ TRANSIT

Est. Total Project Cost: (Million) \$1,732.100

*PENDING ACTION*

## NJTPA

### Transportation Improvement Program Fiscal Years 2020 - 2023

TIP:

#### *CURRENT*

FY 2020 - 2023 TIP Cost: (Million) \$180.986

Unconstrained  
Information Year

MPO	PHASE	SOURCE	2020	2021	2022	2023	2024-2029
NJTPA	ERC	OTHER	\$25.000	\$25.000	\$25.000	\$25.000	\$150.000
NJTPA	ERC	STATE	\$26.493	\$14.000	\$20.246	\$20.247	\$121.460
			\$51.493	\$39.000	\$45.246	\$45.247	\$271.460

#### *PENDING*

FY 2020 - 2023 TIP Cost: (Million) \$669.986

Unconstrained  
Information Year

MPO	PHASE	SOURCE	2020	2021	2022	2023	2024-2029
NJTPA	ERC	OTHER	\$25.000				
NJTPA	ERC	SECT 5309		\$248.000	\$125.000	\$100.000	\$293.500
NJTPA	ERC	STATE	\$26.493	\$39.000	\$61.246	\$45.247	\$271.460
			\$51.493	\$287.000	\$186.246	\$145.247	\$564.960

DATE SUBMITTED: 11/17/2020



## Summary of Action

### **Modification to the FY 2020 - 2023 Transportation Improvement Program to Add Funding to the Route 27, Dehart Place to Route 21, Union County as Requested by the New Jersey Department of Transportation**

**Action:** In order to advance the following project, the New Jersey Department of Transportation (NJDOT) has requested revising the FY 2020 – 2023 TIP to update programmed funding as detailed below.

**Background:** According to the *TIP Memorandum of Understanding*, when federal funds at a specified threshold are added to a project or program line, the request requires action by the NJTPA Project Prioritization Committee, with no further action required by the Board of Trustees. The requested revision detailed below is within that threshold. Funds are available for this increase from previous project and program releases.

#### **Funding Revisions:**

- **Route 27, Dehart Place to Route 21, Union County and Essex County  
DB# 15371**

This request is to increase the programmed amount for Construction by \$12.2 million in Federal Fiscal Year (FFY) 2021. According to the NJDOT, this increase is attributable to cost increases in the milling and surface operations due to an increase in the unit price by 50 percent and an increase of pavement area by 15 percent; additional full and partial depth pavement repairs to replace damaged drainage pipes; additional replacement of sidewalks, curbs and driveways; the increase of lump sum items such as mobilization and construction engineering services that are calculated as a percentage of the construction cost estimate; and increases in costs for clearing the construction site, construction layout and utilities due to compliance with the High Voltage Act. (Adding \$12.2 million in NHPP funds for CON in FFY 2021.)

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

**Staff Recommendation:** Central Staff recommends approval of this action.

PENDING ACTION

## NJTPA

### Transportation Improvement Program Fiscal Years 2020 - 2023

Routes: 27

Mileposts: 33.4-38.53

DBNUM: 15371

Name: Route 27, Dehart Place to Route 21

Initiated from the Pavement Management System, this project will resurface within the project limits. Construction of ADA compliant curb ramps at each intersection where a sidewalk exists will be built at all intersections. Damaged sidewalks will be repaired and drainage grate inlets will be replaced with bicycle safe grates.

Counties: Union Essex

Municipalities: Elizabeth City Newark City

Project Type:

RCIS Category: Road Preservation

Sponsor: NJDOT

Est. Total Project Cost: (Million) \$34.216

TIP:

#### CURRENT

FY 2020 - 2023 TIP Cost: (Million) \$17.300

Unconstrained  
Information Year

MPO	PHASE	SOURCE	2020	2021	2022	2023	2024-2029
NJTPA	CON	NHPP		\$17.300			
				\$17.300			

#### PENDING

FY 2020 - 2023 TIP Cost: (Million) \$29.500

Unconstrained  
Information Year

MPO	PHASE	SOURCE	2020	2021	2022	2023	2024-2029
NJTPA	CON	NHPP		\$29.500			
				\$29.500			

DATE SUBMITTED: 11/13/2020



# State of New Jersey

DEPARTMENT OF TRANSPORTATION  
1035 Parkway Avenue  
PO Box 600  
Trenton, New Jersey 08625-0600

---

MPO: **NJTPA**

PROJECT: **Route 27, Dehart Place to Route 21**

DBNUM: 15371

TRACK #: N-15371-2-M-2020

TYPE OF PROJECT CHANGE: Project Cost increase

ACTION TAKEN: Increases NHPP funding for CON in FFY 21 from \$17.3M by \$12.2M to \$29.5M.

REASON FOR CHANGE:

Per the PM of this project: The cost increase is attributable to increase in the milling operations & surface operations due to increase in the unit price by 50% & pavement area by 15%, additional full & partial depth pavement repairs to replace the damaged drainage CMP and clay pipes, additional replacement of sidewalks, curbs and driveways, the cost increase of lump sum items such as mobilization and construction engineering services is because it is a percentage of the construction cost estimate, increase in cost of construction clear site, construction layout and the utility cost increase is due to compliance with High Voltage Act."

MPO ACTION REQUIRED: Committee

FISCAL CONSTRAINT:

Comments: See NJTPA FY 20-29 FC Chart 28

CONFORMITY:

PUBLIC INVOLVEMENT:





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

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

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

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

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

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

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

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

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

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

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

**NOW, THEREFORE, BE IT RESOLVED**, that the North Jersey Transportation Planning Authority hereby approves the update to NJTPA's Title VI Implementation Plan and its appendices.

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

## **Summary of Action**

### **Approval of the North Jersey Transportation Planning Authority Title VI Implementation Plan Update**

Action Item: Approval of the North Jersey Transportation Planning Authority (NJTPA) Title VI Implementation Plan Update.

Background: As a subrecipient of federal funding, the NJTPA is required to comply with various civil rights statutes, executive orders and regulations that are intended to ensure that traditionally underserved populations are included in the planning process and have access to the NJTPA's metropolitan planning activities. The primary civil rights authorities include:

- Title VI of the Civil Rights Act of 1964 states that “no persons in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance.”
- Executive Order 13166 — Improving Access to Services for Persons with Limited English Proficiency (LEP) directs federal agencies, and recipients of federal funding, to provide meaningful language access to their services. Under Title VI, LEP is considered the primary marker of national origin.
- Executive Order 12898 — Federal Actions to Address Environmental Justice (EJ) in Minority Populations and Low-income Populations requires federal agencies (and recipients of their funding) to address EJ concerns, by discouraging programs, policies, and activities with disproportionately high and adverse human health or environmental effects on minority and low-income populations.
- The Americans with Disabilities Act (ADA) prohibits public entities from discriminating against persons with a disability or excluding them from participation in, or denying them of the benefits of, their services, programs, or activities.

In September 2019, the NJTPA Board of Trustees approved and adopted the NJTPA's Title VI Implementation Plan to address a corrective action issued during 2018 Federal Certification Review and address the reporting requirements under Title VI of the Civil Rights Act of 1964. The plan complies with the annual reporting requirements of Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) and the requirement for metropolitan planning organizations to comply with these civil rights mandates by developing programs to include underserved populations and monitoring and reporting regularly on the programs' success. In addition, the plan provides a detailed look at the demographic composition of the region and includes information on how the NJTPA will maintain, monitor and analyze information to ensure compliance with all applicable civil rights mandates.

Given the complexity and diversity of the NJTPA region, which is home to approximately 6.7 million people, the NJTPA is committed to ensuring:

- that federally-assisted benefits and related services are made available and are equitably distributed;

- that the level and quality of federally-assisted services are sufficient to provide equal access and mobility to all persons; and
- that adequate opportunities for all to participate in planning and decision-making processes occur.

Additionally, the plan serves as a foundation to ensure corrective and remedial actions are taken for all applications and receipts of federal assistance to prevent discriminatory treatment of any beneficiary, provides procedures for investigating Title VI complaints, ensures that meaningful access to programs and activities is provided for LEP populations, and provides steps for informing the public of their rights under Title VI.

Summary of Action: The NJTPA Title VI Implementation Plan is a document that outlines how the NJTPA seeks to ensure that traditionally underserved populations are included in the planning process and have access to MPO activities.

On July 29, 2020, the NJTPA received comments from FHWA New Jersey Division's Civil Rights specialist advised that the following additional information is required in order for the NJTPA's plan to meet the requirements of 49 CFR 21.9 (b) ([https://www.ecfr.gov/cgi-bin/text-idx?SID=96f8fcf59f8cc3d4a2689bec286160ee&mc=true&node=pt49.1.21&rgn=div5#se49.1.21\\_19](https://www.ecfr.gov/cgi-bin/text-idx?SID=96f8fcf59f8cc3d4a2689bec286160ee&mc=true&node=pt49.1.21&rgn=div5#se49.1.21_19)) :

- 1) ORGANIZATION & STAFFING: The plan should identify that the Title VI Coordinator has easy access to the head of the organization.
- 2) SUB-RECIPIENT REVIEW PROCEDURES: The plan should describe the process for determining how many and which sub-recipients will be reviewed each year.
- 3) COMPLIANCE AND ENFORCEMENT PROCEDURES: The plan should outline Title VI Program compliance and enforcement procedures to address deficiencies or when noncompliance is determined.

Central staff has revised the plan to address these recommendations. The update to the plan includes revisions to Section 2.2 - Title VI Coordinator, Section 3.3 - Subrecipient Monitoring, and a new section, Section 2.6 - Compliance and Enforcement Procedures. On November 3, 2020, the NJTPA received confirmation from FHWA that the revisions to the plan satisfy the Title VI findings and recommendations.

The NJTPA Title VI Implementation Plan will allow the NJTPA to continue to fulfill all its obligations under federal metropolitan planning regulations.

Staff Recommendation: Staff recommends approval of the updated NJTPA Title VI Implementation Plan.

# NJTPA Title VI Implementation Plan

November 18, 2020

## Disclaimer

This report has been prepared by the North Jersey Transportation Planning Authority with financing by the Federal Transit Administration and the Federal Highway Administration of the U.S. Department of Transportation. This document is disseminated under the sponsorship of the U.S. Department of Transportation in the interest of information exchange. The NJTPA is solely responsible for its contents.

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## Acronym Guide

ACS – American Community Survey

ADA – Americans with Disabilities Act

DBE – Disadvantaged Business Enterprise

EEO – Equal Employment Opportunity

EJ – Environmental Justice

FHWA – Federal Highway Administration

FTA – Federal Transit Administration

LEP – Limited English Proficiency

LPA – Local Public Agencies

LRTP – Long Range Transportation Plan

NAAQS – National Ambient Air Quality Standards

NJDOT – New Jersey Department of Transportation

NJ SIP - New Jersey State Implementation Plan

NJTPA – North Jersey Transportation Planning Authority

PANYNJ – Port Authority of New York and New Jersey

PEP – Public Engagement Plan

TIP – Transportation Improvement Plan

UPWP – Unified Planning Work Program

USDOT – United States Department of Transportation

UZA – Urbanized area designated by FHWA or FTA

## Executive Summary

The North Jersey Transportation Planning Authority (NJTPA) is the federally authorized Metropolitan Planning Organization (MPO) for 6.7 million people in the 13-county northern New Jersey region. Each year, the NJTPA oversees the investment of more than \$2 billion in federal funding for transportation projects and provides a forum for interagency cooperation and public input into funding decisions. It also sponsors and conducts studies, assists county planning offices and monitors compliance with air quality goals established in the New Jersey's air quality State Implementation Plan (SIP).

As a recipient of this federal funding, the MPO is required to comply with various civil rights statutes, executive orders, and regulations that are intended to ensure that traditionally underserved populations are included in the planning process and have access to MPO activities. The primary civil rights authorities include:

- Title VI of the Civil Rights Act of 1964, which states that “no persons in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance.”
- Executive Order 13166 — Improving Access to Services for Persons with Limited English Proficiency (LEP), which directs federal agencies, and recipients of federal funding, to provide meaningful language access to their services. Under Title VI, LEP is considered the primary marker of national origin.
- Executive Order 12898 — Federal Actions to Address Environmental Justice (EJ) in Minority Populations and Low-income Populations, which requires federal agencies (and recipients of their funding) to address EJ concerns.
- The Americans with Disabilities Act (ADA), which prohibits public entities from discriminating against persons with a disability or excluding them from participation in, or denying them of the benefits of, their services, programs, or activities.

The Federal Transit Administration (FTA) and Federal Highway Administration (FHWA) require the MPO to comply with these civil rights mandates by developing programs to include underserved populations and monitoring and reporting regularly on the programs' success. This implementation plan addresses the reporting requirements under Title VI of the Civil Rights Act of 1964 and FHWA's annual reporting requirements under its Title VI/non-discrimination program. The report provides a detailed look at the demographic composition of the region, while including ways in which the NJTPA will maintain, monitor and analyze information to ensure compliance. The demographic composition of the region's population includes the following:

- A highly diverse population that is 46 percent minority. Hispanic, Black and Asian people comprise the largest groups of minorities in the region. Hispanics are the largest of the three at 21.6 percent of total regional population.
- Approximately 1.5 million people (or 23.7 percent) live below the poverty level threshold.
- Approximately 13.9 percent of the population is considered LEP. Of that, the largest share are the 8 percent (or 503,114) people who speak Spanish or Spanish Creole and speak English less than very well.
- People with disabilities comprise 9.8 percent of the population.
- About 15 percent of the population is 65 and older.

The implementation plan makes the following commitments in keeping with laws and regulations covering MPOs:

- The NJTPA strives to ensure that all segments of the population have the opportunity to be involved in the transportation planning process.
- The NJTPA conducts extensive public outreach and is committed to accessible engagement, including for traditionally underserved residents and those with disabilities or limited English proficiency, as outlined in its Public Engagement Plan.
- The NJTPA's Title VI Coordinator is responsible for overseeing compliance and ensuring implementation of the Title VI program.
- The NJTPA's Title VI Complaint Procedure specifies the NJTPA's process for investigating Title VI complaints, while ensuring due process for complainants and respondents. Any person who believes they have been aggrieved by an unlawful discriminatory practice under Title VI has the right to file a formal complaint. Complaints can be e-mailed to [TitleVI@njtpa.org](mailto:TitleVI@njtpa.org).
- Demographic and other data will be used to analyze and measure transportation investment benefits and burdens to the protected population, including minority and low-income residents, those with limited English proficiency or disabilities, zero-vehicle households, and older residents.
- The NJTPA consistently considers transportation equity when developing studies for the Unified Planning Work Program (UPWP), selecting projects for inclusion in the Long Range Transportation Plan (LRTP), and programming projects in the Transportation Improvement Program (TIP). Taken as a whole, the transportation planning services provided by the NJTPA do not pose disproportionate or adverse impacts on minority populations.

## Section 1: Introduction

### Section 1.1: MPO Planning Process

The NJTPA is the federally authorized Metropolitan Planning Organization for 6.7 million people in the 13-county northern New Jersey region. Each year, the NJTPA oversees more than \$2 billion in transportation improvement projects and provides a forum for interagency cooperation and public input. It also sponsors and conducts studies, assists county planning offices and monitors compliance with air quality goals established in the New Jersey's air quality State Implementation Plan (SIP).

Federal legislation which authorizes funding for transportation improvements requires any urbanized area (UZA) with a population greater than 50,000 to have an MPO to plan for and make decisions on the use of that federal transportation funding. MPOs ensure that existing and future expenditures for transportation projects and programs are based on a continuing, cooperative and comprehensive (3C) planning process. Among other mandated functions, MPOs cooperate with State and public transportation operators to program federal funds for eligible transportation projects.

### Section 1.2: Key MPO Products

Under federal law, the NJTPA is responsible for producing four planning products. These products are listed and described below.

- *Long Range Transportation Plan (LRTP)* —Updated every four years, the LRTP sets out a vision for the development of the region's transportation infrastructure at least 20 years into the future. It includes goals and objectives, analysis of regional trends and planned improvement projects.
- *Transportation Improvement Program (TIP)* —Updated every two years, the TIP is a four-year agenda of improvement projects drawn from the LRTP. To be eligible for federal funding, proposed projects must be approved by the NJTPA Board for inclusion in the TIP.
- *Unified Planning Work Program (UPWP)*—Updated annually and guided by the LRTP, the UPWP summarizes transportation planning activities to be conducted by the NJTPA staff, member agencies and other transportation agencies in the region.
- *Air Quality Conformity Determination*—The NJTPA is required to conduct an analysis of the air quality impacts of the LRTP and TIP, called a conformity determination, to demonstrate that projects and programs conform to the SIP for meeting and maintaining National Ambient Air Quality Standards (NAAQs).

### Section 1.3: NJTPA Board and Advisory Committees

The NJTPA Board includes 15 local elected officials, including one representative from each of the 13 northern and central New Jersey counties as well as from the cities of Newark and Jersey City. These counties and cities are called the NJTPA subregions. The Board also includes a

Governor's representative, the Commissioner of the New Jersey Department of Transportation (NJDOT), the Executive Director of NJ TRANSIT, the Chairman of the Port Authority of New York & New Jersey (PANYNJ) and a citizen's representative.

The NJTPA's Board has three standing committees that make recommendations on action items to be considered by the full Board and a transportation advisory committee: Planning and Economic Development Committee, Project Prioritization Committee and Freight Initiatives Committee. The Regional Transportation Advisory Committee, composed of planners and engineers from the subregions, meets bi-monthly to review regional issues.

#### Planning and Economic Development Committee

The Planning and Economic Development Committee oversees regional and corridor-based planning activities including: the update of the LRTP and NJTPA work related to the Together North Jersey Regional Plan for Sustainable Development (RPSD). The committee also reviews and approves funding for the UPWP; the Study & Development (S&D) Program, which includes future projects in various stages of planning; and the Subregional Transportation Planning and Subregional Studies programs.

#### Project Prioritization Committee

The Project Prioritization Committee oversees all activities related to the annual development and management of the TIP, including modifications and amendments, as well as negotiations with the NJDOT and NJ TRANSIT in the development of the state's annual Transportation Capital Program. The Committee also reviews and approves funding for the NJTPA's Local Safety, High Risk Rural Roads and Local Capital Project Delivery programs, among others.

#### Freight Initiatives Committee

The Freight Initiatives Committee supports the economically vital regional goods movement industry, as mandated by federal legislation. This includes recommendations on strategic transportation investments and policies to keep the region globally competitive. The Committee serves as a forum for dialogue on freight issues between the public and private sectors.

#### Regional Transportation Advisory Committee

The Regional Transportation Advisory Committee, composed of staff from NJTPA member agencies, provides a forum for presentation and discussion on regional issues. It also performs a vital function in reviewing and disseminating information and making recommendations to the NJTPA Board and its individual trustees to aid in decision making.

## Section 2: Title VI Compliance

### Section 2.1: FHWA and FTA compliance

The NJTPA, as the subrecipient of federal funds through NJDOT, has committed that, as a condition to receiving any federal financial assistance from the United States Department of Transportation (USDOT), through FHWA, it will comply with all applicable laws and regulations

relating to Title VI and non-discrimination. A formal statement of assurances is included in Appendix A.

### Section 2.2: Why Title VI and EJ are Important in the Planning Process

Title VI of the Civil Rights Act of 1964 and Executive Order 12898 on EJ are an integral part of the transportation planning and programming process throughout the United States, particularly in urban regions. As stated previously, the NJTPA produces the TIP, LRTP, Air Quality Conformity and UPWP, which are required for the MPO to be certified as meeting federal requirements for metropolitan transportation planning and to receive federal surface transportation funds. All these documents, to various degrees, prioritize projects and programs that address the needs of populations under the EJ and Title VI programs. The commitment to Title VI and EJ has, and continues to be, reflected in the NJTPA's work program, publications, communications, and public involvement efforts.

This Title VI Implementation Plan institutes a framework to ensure compliance by NJTPA with regards to Title VI, the EJ Executive Order and related statutes regarding nondiscrimination.

### Section 2.3: Role of the Title VI Coordinator

In accordance with Title VI requirements, NJTPA Executive Director Mary D. Ameen has designated the NJTPA's Compliance Manager, Karen Rosenberger, to serve as the Title VI Coordinator. The Title VI Coordinator is responsible for overseeing compliance and ensuring implementation of the Title VI program and will have direct access to the Executive Director without intermediary for purposes of discussing and disseminating information related to the implementation of the Title VI Plan. The Compliance Manager position, in which the duties of the Title VI Coordinator are subsumed, reports directly to the Senior Director, Finance and Administration, who in turn reports directly to the Executive Director. In order to both preserve organizational unity of command as well as to facilitate direct access to the Executive Director without intermediary, the NJTPA Title VI Coordinator shall submit all reports and communications concurrently to the Senior Director, Finance and Administration and to the Executive Director on matters pertaining to the NJTPA Title VI Implementation Plan. The Title VI Coordinator is ultimately responsible for the day-to-day administration and monitoring of Title VI and EJ activities and preparing all required reports. Other staff members are expected to provide information and support to assist the Title VI Coordinator in completing tasks that pertain to non-discrimination regulations and procedures detailed in federal guidance and the NJTPA's Title VI Implementation Plan.

In support of this, the Title VI Coordinator will:

- Ensure all NJTPA activities follow the Title VI Implementation Plan and monitor the implementation of the program and any related compliance issues.
- Ensure the collection of data related to this Title VI Implementation Plan, including statistical data (e.g., race, color, gender, age, disability, and language proficiency) for use in planning and monitoring by NJTPA, its subregions, TMAs, consultants, and the public.

- Ensure that Title VI Implementation Plan information is disseminated to NJTPA staff and member agencies, as well as participants in the metropolitan transportation planning process and the public.
- Ensure the inclusion of the Title VI Policy Statement in contracts and organizational materials, products and reports, and ensure that Title VI Implementation Plan policies, provisions, and related requirements are provided, as applicable, to consultants, vendors or other parties under direct contract with the NJTPA.
- Identify, investigate, and address discrimination when found to exist relating to the NJTPA's metropolitan transportation planning process.
- Monitor federal and state laws, rules, regulations, guidelines, and other relevant information pertaining to NJTPA's Title VI Implementation Plan.
- Ensure that the NJTPA maintains a list of interpretation or translation service providers, including MPO staff.
- Ensure that additional language and communication needs are addressed as they arise.
- Prepare annual reports summarizing all NJTPA Title VI activities, accomplishments, and complaints.
- Periodically review the NJTPA's Title VI program to assess whether administrative procedures are effective, staffing is appropriate, and adequate resources are available to ensure compliance.
- Review important issues related to non-discrimination with the Executive Director, as needed.
- Coordinate with appropriate federal, state, and regional entities to periodically provide NJTPA's employees with training opportunities regarding non-discrimination.

The NJTPA will ensure that the metropolitan transportation planning process and its products, including contracts, comply with this Title VI program. Routine compliance discussions will be held with the NJTPA's partner agencies as part of annual program pre-award desk audits (see Section 3.3 Subrecipient Monitoring), and the partner agencies will be encouraged to participate in related training, presentations, conferences, and webinars sponsored by NJDOT, FHWA or FTA.

The NJTPA's Title VI Coordinator is responsible for advising staff about available training in support of Title VI compliance. Information on related training, such as diversity and Equal Employment Opportunity (EEO)/Affirmative Action, is circulated and is also made available to the partner agencies. Materials received by the agency on training and educational opportunities will be made available to all staff members, including any training from NJDOT and federally funded training provided by agencies such as the National Highway Institute and National Transit Institute.



## Section 2.4: Complaint Procedures and Activities

NJTPA's Title VI Complaint Procedure specifies the process employed by NJTPA to investigate Title VI complaints, while ensuring due process for complainants and respondents. This process does not prohibit the NJTPA from attempting to informally resolve complaints where possible.

The Title VI Complaint Procedure applies to all external complaints relating to NJTPA's metropolitan transportation planning process, filed under Title VI of the Civil Rights Act of 1964 (including related Disadvantaged Business Enterprise (DBE) and EEO provisions), as well as other related laws as specified in this Title VI program, which prohibit discrimination on the basis of race, color, disability, sex, age, income or national origin.

The Title VI Complaint Procedure is an administrative process that does not provide for remedies that include punitive damages or compensatory remuneration for the complainant. Intimidation or retaliation of any kind is prohibited by law. NJTPA will use procedures approved by FHWA to investigate complaints filed directly with the NJTPA against contractors and sub-recipients. This is in accordance with [23 CFR 200.9 \(b\) \(3\)](#). The NJTPA cannot investigate complaints filed against themselves.

Under this procedure, any person who believes they have been aggrieved by an unlawful discriminatory practice under Title VI has the right to file a formal complaint. The complaint must be filed within 180 calendar days of the alleged occurrence, when the alleged discrimination became known to the complainant, or when there has been a continuing course of conduct, the date on which the conduct was discontinued or the latest instance of the conduct.

Complaints shall be filed by completing and submitting the NJTPA's designated [Title VI Non-Discrimination Complaint Form](#) available on its website (a copy of the complaint form is also available in Appendix C for reference). Complaints can also be submitted without the complaint form, as long as the information required by the form is included in the complaint, including the complainant's name, mailing address, name of agency or department that discriminated, a description of the discrimination, identification of witnesses. Complaints can be e-mailed to [TitleVI@njtpa.org](mailto:TitleVI@njtpa.org). The complaint can also be mailed to the Title VI Coordinator, North Jersey Transportation Planning Authority, One Newark Center, 17th Floor, Newark, NJ 07102 or faxed to the Title VI Coordinator, NJTPA, at (973) 639-1953. "Title VI Complaint" should be noted in the subject line of the e-mail or letter.

If information is needed in another language, the Title VI Coordinator can be contacted at 973-639-8400. The Title VI Coordinator will provide appropriate assistance to complainants who need help filing a complaint, including those persons with disabilities, or who are limited in their ability to communicate in English. Complaints received by telephone will be recorded in writing by the Title VI Coordinator and will be processed after the complainant confirms and edits the statement if necessary. Complaint forms that are prepared by the NJTPA Title VI Coordinator will be processed after they are forwarded to the complainant to be verified, signed, and returned to the NJTPA Title VI Coordinator.

The NJTPA will process written complaints that are complete. Complaints need to adhere to the following:

- Complaints must include the date of the alleged act of discrimination (date when the complainant(s) became aware of the alleged discrimination; or the date on which that conduct was discontinued or the latest instance of the conduct).
- Complaints must present a detailed description of the issues, including the basis of the complaint (e.g., race, color, national origin); and names, agencies and job titles of those individuals perceived as parties in the complained-of incident.
- Complaints must include sufficient information to understand the facts that led the complainant to believe that discrimination occurred in a program or activity that receives Federal financial assistance.

The Title VI Coordinator will acknowledge receipt of the complaint by letter or email (whichever is applicable) to the complainant(s) and within 10 business days of receipt of the complaint. The letter or email will advise the complainant(s) that the complaint is being investigated and provide a date by which the complainant will receive a response. If a complaint is filed against the NJTPA, then it will be forwarded to NJDOT for processing and investigation.

Should additional information be needed to assess or investigate the complaint, the Title VI Coordinator will contact the complainant within 10 business days of the postmark of the acknowledgement of the complaint. The complainant's failure to provide the requested additional information by the date specified by the Title VI Coordinator could result in the administrative closure of the complaint. If the complaint is rejected, the Title VI Coordinator will inform the complainant of the appropriate appeal authority and set up a timeline for an appeal.

With the complainant's consent, and in the best interests of all parties involved in the complaint, attempts may be made to resolve the matter informally. However, if the complainant is dissatisfied with the NJTPA's decision, he or she may bring the matter to the attention of the NJDOT, FHWA, (USDOT, and the US Department of Justice (USDOJ).

If the complaint has merit, the Title VI Coordinator will supervise a thorough investigation and submit a written Report of Findings to the NJTPA's Senior Director of Finance and Administration for a final determination. Within 60 days of the receipt of the complaint, NJTPA will notify the complainant of its findings, the proposed disposition of the matter, the avenues available for appeal and the timeline to appeal if there is dissatisfaction with the NJTPA's decision. The proposed remedy will include the actions necessary to correct and prevent future occurrences.

NJTPA will issue letters of findings for all investigations processed or develop informal settlements for all complaints processed. In accordance with regulations at 23 CFR 200, NJTPA will forward a copy of the complaint and a copy of the its report of the investigation to the NJDOT and the FHWA Division Office, within 60 days of the date the complaint was received. The FHWA may grant an extension of an additional 60 days for justifiable reasons.

### Section 2.5: Record of Title VI Investigations, Complaints, or Lawsuits

NJTPA must prepare and maintain a list of any active investigations, lawsuits, or complaints naming the NJTPA and/or its subrecipients, that allege discrimination on the basis of race, color, or national origin. NJTPA also has the responsibility to periodically inform the NJDOT and FHWA Division Office of the status of all complaints and lawsuits.

If a Title VI complaint is made against the NJTPA, it will be logged and kept on record file at the NJTPA office. The Title VI Complaint Log will include the following information:

- Name of the complainant(s);
- Date complaint (or lawsuit) was received;
- Nature of the complaint;
- Name of the NJTPA's Title VI Coordinator or other NJTPA representative dealing with the complaint;
- Status; and
- Disposition of the complaint.

### Section 2.6: Compliance and Enforcement Procedures

The MPO provides equal access to the transportation planning process and ensures its policies and programs are non-discriminatory and do not negatively impact minority and low-income individuals. The NJTPA has developed a wide range of procedures to meet the general requirements of Title VI and is committed to ensuring that it complies with applicable federal regulations and procedures. The MPO utilizes uses the following monitoring and program review procedures to ensure compliance with Title VI and address deficiencies where needed:

- Completes Title VI assurance documentation required for federally funded projects or programs.
- Monitors NJTPA programs and activities on an on-going basis to ensure non-discrimination, through daily involvement and reviews of relevant MPO program activities and documents.
- Assesses communication strategies and address additional language needs as they arise. Develops Title VI discrimination complaint procedures and monitors complaint process.
- Provides training to staff and subrecipients on Title VI law and requirements.
- Provides a brochure detailing how NJTPA services and programs are made accessible to individuals with disabilities or limited English proficiency.
- Ensures Disadvantaged Business Enterprise (DBE) participation on the procurement of services through RFP solicitation process.
- Provides information on contract opportunities to minority businesses.
- A Title VI Task Force meets regularly, allowing staff to address issues and concerns pertaining to the NJTPA work program.
- Develops and maintains subrecipient monitoring procedures to ensure compliance with Title VI.

- Participates in quarterly MPO Collaboration meetings with NJDOT, FHWA, FTA and other MPOs.
- Periodically reviews data and data sources on minority and underserved populations.
- Developing and maintaining an Equity Assessment Tool for NJTPA programs
- Develops and maintains Title VI and Environmental Justice Assessment Guide for Planning Studies
- Completes a Title VI/Nondiscrimination Annual Work Plan and Accomplishment Report.

## Section 3: Key Areas of Title VI Activities for NJTPA

### Section 3.1: Planning and Programming

As indicated earlier, the NJTPA is responsible for developing a LRTP, TIP, air quality conformity, and annual UPWP for use in programming federal transportation funding for both planning activities and transportation projects within its planning area. As part of the Title VI requirements, the NJTPA's planning and programming activities seek to ensure compliance by annually collecting data on the region's residents in terms of age, race, income, English proficiency, disabilities and zero-vehicle households. This data will be used to analyze and measure transportation investment benefits and burdens to the protected population, including minority and low-income populations and others. Data gathering procedures will be reviewed regularly to ensure sufficiency of the data in meeting the requirements of the Title VI program. The NJTPA will use this information to inform not only the planning activities, but also support the TIP scoring criteria to ensure equitable investments in the region.

An EJ and Title VI assessment of the metropolitan transportation planning process will be undertaken with the NJTPA's LRTP update every four years to demonstrate that the burdens and benefits of transportation plans and programs are distributed equitably across racial and socioeconomic groups. Using this analysis staff and member agencies can assess the impacts that plans, programs and projects may have on low-income and minority residents and other segments of the population.

In addition, the NJTPA will continue to provide the necessary data and guidance to subregions to ensure that planning studies funded through the NJTPA complete an EJ and Title VI assessment (where applicable). In regard to outreach, the NJTPA is developing a platform to engage, share, and exchange information regarding Title VI and EJ. This platform will support the NJTPA's mission and goals with respect to these federal requirements.

### Section 3.2: Public Outreach and Involvement

#### Section 3.2.1: Four Factor Analysis

Consistent with Title VI of the Civil Rights Act of 1964, USDOT's implementing regulations, and Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency (65 FR 50121, Aug. 11, 2000), recipients must take reasonable steps to ensure meaningful access to benefits, services, information, and other important portions of their programs and activities

for LEP persons. This includes conducting a four-factor analysis to determine the specific language services that are appropriate to provide as part of the recipient’s Language Assistance Plan, which is discussed further in the next section.

The four-factor analysis is based on the framework provided in Section V of USDOT’s Policy Guidance Concerning Recipients’ Responsibilities to Limited English Proficient (LEP) Persons.

*Factor 1: The number or proportion of LEP persons eligible to be served or likely to be encountered by NJTPA programs, services, or activities.*

LEP populations are comprised of persons who are unable to communicate effectively in English because their primary language is not English and they have not developed fluency in the English language. Thus, people included in LEP populations may have difficulty speaking or reading English and will need translation to and from their primary language. USDOT has adopted the USDOJ’s Safe Harbor Provision, which outlines requirements for translation of written materials for LEP populations. The Safe Harbor Provision stipulates that, if a recipient provides written translation of vital documents for each eligible LEP language group that constitutes 5 percent of the region’s total population or 1,000 persons, whichever is less, then such action will be considered strong evidence of compliance with the recipient’s written translation obligations.

To better understand the number or proportion of LEP persons in the NJTPA region, demographic data for people that speak English “less than very well” (as defined by the Census) was collected and analyzed. Due to limitations in data coverage and availability county level data for the 2015 American Community Survey (ACS) Five Year Estimates was used. Table 1 details the LEP population based on languages spoken at home.

Table 1: Languages Spoken at Home by ability to speak English for the population 5 years and old Over

Languages	Percent Speak Specified Language, Speak English Less than Very well	Total Pop. Speak Specified Language, Speak English Less than Very well	Total Pop. Speak Specified Language, Speak English Very well	Total Population that speak another Language
Spanish Or Spanish Creole	8.0%	503,114	598,564	1,101,678
Chinese	0.7%	42,010	51,673	93,683
Korean	0.6%	36,452	34,886	71,338
Portuguese or Portuguese Creole	0.5%	31,860	41,235	73,095
Polish	0.4%	24,644	31,702	56,346
Gujarati	0.4%	24,287	39,374	63,661
Arabic	0.3%	21,415	37,436	58,851
Italian	0.3%	19,843	42,090	61,933
Tagalog	0.3%	18,801	52,131	70,932
Other Asian languages	0.3%	17,542	55,598	73,140
French Creole	0.3%	16,549	22,065	38,614
Russian	0.3%	16,102	23,328	39,430

Other Indic languages	0.3%	15,935	32,871	48,806
Hindi	0.2%	14,364	49,196	63,560
French (incl. Patois, Cajun)	0.1%	8,586	22,561	31,147
Other Slavic Languages	0.1%	7,537	10,861	18,398
Urdu	0.1%	7,194	18,014	25,208
African languages	0.1%	6,775	22,150	28,925
Vietnamese	0.1%	6,487	5,102	11,589
Other Indo-European languages	0.1%	6,090	12,513	18,603
Japanese	0.1%	4,797	4,466	9,263
Greek	0.1%	4,214	13,192	17,406
German	0.0%	2,961	14,861	17,822
Serbo-Croatian	0.0%	2,555	5,598	8,153
Persian	0.0%	2,326	5,524	7,850
Hungarian	0.0%	1,842	3,505	5,347
Other Pacific Island languages	0.0%	1,650	2,483	4,133
Armenian	0.0%	1,602	3,378	4,980
Other and unspecified languages	0.0%	1,486	2,202	3,688
Hebrew	0.0%	1,278	11,533	12,811
Thai	0.0%	1,098	970	2,068
Yiddish	0.0%	383	5,366	5,749
Scandinavian languages	0.0%	312	2,346	2,658
Other West Germanic languages	0.0%	282	2,349	2,631
Mon-Khmer, Cambodian	0.0%	238	43	281
Laotian	0.0%	103	65	168
Other Native North American languages	0.0%	47	339	386
Hmong	0.0%	-	29	29
Navajo	0.0%	-	19	19
<b>NJTPA</b>	<b>13.9%</b>	<b>872,761</b>	<b>1,281,618</b>	<b>2,154,379</b>

Source: ACS, 2015 Five Year Estimates, Table B16001

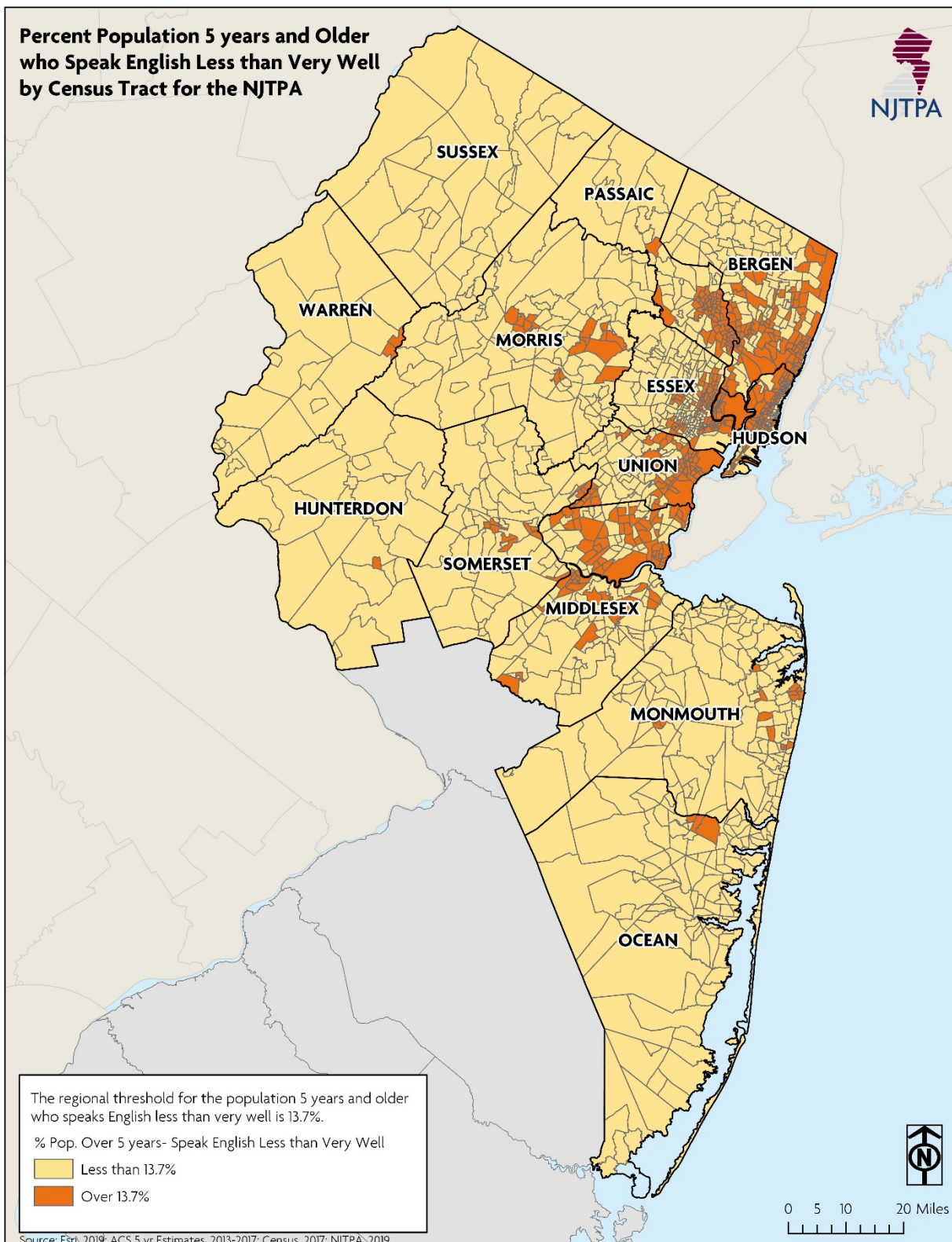
As shown in the table above 13.9 percent of the NJTPA region's population speak English less than very well and are considered LEP. Of that, 8 percent or 503,114 people speak Spanish or Spanish Creole. This is the most significant LEP group in the region. Following Spanish and Spanish Creole are Chinese (0.7 percent), Korean (0.6 percent) and Portuguese or Portuguese Creole (0.5 percent). Under the Safe Harbor Provision, NJTPA is obligated to provide translation of written materials related to the planning products and analyses into languages that meet or exceed the established 5 percent or 1,000-person threshold. Thirty-one languages meet or exceed this threshold. For purposes of these operating procedures, Spanish/Spanish Creole is considered the primary LEP language, while the remaining 30 are considered secondary LEP languages. The

secondary LEP languages will be evaluated for translation and other LEP services on a case by case basis.

The figure below illustrates the spatial distribution of the region as it relates to population 5 years and older who speak English less than very well. The data used to create the map is from 2017 ACS Five Year Estimates, so the regional threshold is slightly different from the table above since the data is more current.



Figure 1: Percent Population 5 years and older who speak English Less than very well





*Factor 2: The frequency with which LEP individuals come in contact with these programs, services, or activities.*

The four-factor analysis identified Spanish/Spanish Creole as the most significant language spoken by the LEP population in the NJTPA region. Staff will continue to monitor the requests for language assistance to gauge outreach effectiveness to these populations.

The NJTPA conducts regular Board meetings, advisory committee meetings, and other public meetings throughout the year. Community outreach and the website are the main source of potential contact between the MPO and LEP persons. While the frequency of contact is difficult to anticipate, the NJTPA endeavors to accommodate the needs of the LEP community on a case by case basis. The need for and the specific mechanisms for conducting outreach opportunities to engage populations that are traditionally not involved in the transportation planning process are outlined in the NJTPA's Public Engagement Plan (PEP). The PEP is discussed in more depth in Section 3.2.2 LEP Plan.

*Factor 3: The nature and importance of the program, service, or activity to people's lives.*

The NJTPA programs use federal funds to plan for future transportation improvements and projects, and therefore, do not include any direct service or program that requires vital, immediate, or emergency assistance, such as medical treatment or services for basic needs (like food or shelter). Further, the NJTPA does not conduct required activities such as applications, interviews, or other activities prior to participation in its programs or events. Involvement by any citizen with the NJTPA or its committees is voluntary.

However, consistent with federal policy the NJTPA must ensure that all segments of the population, (including LEP persons), have been involved or have had the opportunity to be involved in the transportation planning process. The impact of proposed transportation investments on underserved and underrepresented populations is part of the evaluation process for using federal funds in the UPWP, TIP and LRTP.

The NJTPA will place emphasis on language assistance for educational materials and public input related to the three major areas identified above. These materials often are helpful with outreach related to other projects and studies being conducted in the region.

*Factor 4: Available resources and the overall cost to the NJTPA.*

The NJTPA assessed the following available resources that could be used for providing LEP assistance:

- Identifying what staff and volunteer language interpreters are readily available
- Exploring how much translation services would cost
- Identifying which documents should be translated

## Language Assistance

The NJTPA has identified several ways that language assistance services can be provided to LEP individuals in the region.

- The NJTPA uses staff and volunteer (including subregional staff) language interpreters and/or translators as needed. A complete list of staff members who are willing to provide interpretation and written translation services, and the languages they are fluent in, is maintained by the Title IV Coordinator. At the time of this Title VI plan's development, NJTPA staff can translate the following languages: Chinese, Portuguese and Spanish.
- The NJTPA maintains a list of translation and interpretation services that can be used as needed if staff and volunteers are unavailable or unable to meet the LEP language needs for a project or program. These companies offer a wide variety of language translations, including Spanish, Chinese, Korean, Portuguese, Polish, Gujarati and Arabic.

The NJTPA also has a pilot program planned, which could provide additional volunteers translators in the future (see the Public Outreach and Engagement Liaisons section).

### Section 3.2.2: LEP Plan

The NJTPA conducts extensive public outreach and is committed to accessible engagement, as outlined in its PEP (Appendix F). As part of this outreach, accommodations are made to ensure LEP individuals in the NJTPA region are able to participate in the planning process. The NJTPA provides website translation services in a wide range of language through Google translate. In addition, the following assistance is provided:

- **Translation of Key Documents**—Drafts and final versions of executive summaries of core planning products (LRTP, TIP, UPWP, Congestion Management Process Status Report; Transportation Conformity Determination and PEP) will be translated into the primary LEP language.
- **Translation of Outreach Documents**—As part of its public outreach for the LRTP and other core planning documents, the NJTPA will translate meeting flyers, fact sheets and surveys into the primary LEP language. Outreach products will be translated into other languages as needed on a case by case basis.
- **Oral Translation Services**—Upon request, the NJTPA will provide translation services for the primary LEP language at Board and Committee meetings, as well as public meetings for core products and planning studies. Efforts are made to accommodate additional languages upon requests. Requests must be made seven days in advance of a meeting.
  - Requests for translation services can be submitted to [njtpa@njtpa.org](mailto:njtpa@njtpa.org) or by calling (973) 639-8400 between the hours of 9 a.m. and 5 p.m. on weekdays.
- **Public Notice of Language Assistance**—The NJTPA will provide public notice of the availability of language assistance on an on-going basis through the following means:
  - Information on the availability of language assistance will be maintained on the NJTPA website, NJTPA.org, along with instructions on how to access the assistance.

- Brochures containing language assistance instructions will be made available at public meetings and are available in public areas of the NJTPA's office.
- Language assistance notices will be placed with local, non-English language media directed at LEP individuals and their languages.
- Language assistance information and instructions will be provided through telephonic messages through NJTPA's main phone number.

For location-specific planning projects and studies (such as a subregional study, local safety project or local concept development study) funded by the NJTPA, project managers will provide language assistance consistent with the above NJTPA policies for its own meetings and key planning documents. This includes:

- As part of their EJ analysis, project managers will identify LEP populations within the study area as well as thresholds for language assistance. Oral, written and website language assistance will be provided for the primary languages and on a case by case basis for secondary languages. Participating counties/municipalities may also request translations into additional languages based on the needs of the population.
- Project managers must provide notice of availability of language assistance services under the Safe Harbor Provision. This can include brochures or flyers about language assistance services posted online and in public places, meeting handouts and notices submitted to non-English language media directed at LEP individuals in their primary language.
- All public meeting notices, project fact sheets and draft and final executive summaries should be translated into the primary LEP language and any other languages as needed on a case by case basis.

## **PUBLIC OUTREACH AND ENGAGEMENT LIAISONS**

In FY 2020 the NJTPA planned to pilot the Public Outreach and Engagement Liaisons (POEL) program. Due to COVID-19 this project was delayed. This NJTPA has compiled a database of organizations and specific contacts at each organization who have offered to help facilitate communication between the NJTPA and communities where a project or study is occurring, including communities that have traditionally been under-represented in the metropolitan transportation planning process.

These liaisons have diverse backgrounds, skill sets, and abilities enabling them to serve a variety of functions. While many organizations are not hosting meetings or events due to the pandemic, some liaisons have offered to share information with their organizations and members on behalf of the NJTPA. Using these trusted advocates helps ensure that opportunities to participate with the NJTPA feel more accessible, comfortable and familiar for those who might otherwise be left out.

One goal of this pilot program is to recruit liaisons who will be able to boost public participation with LEP persons and provide additional translation services as needed.

### Section 3.3: Subrecipient Compliance and Monitoring

Title 49 CFR Section 21.9(b) states that if “a primary recipient extends federal financial assistance to any other recipient, such other recipient shall also submit such compliance reports to the primary recipient as may be necessary to enable the primary recipient to carry out its obligations under this part.” The primary recipient has a responsibility to both assist and monitor subrecipients for compliance with USDOT’s Title VI regulations. If the subrecipient is not in compliance, then the primary recipient is also not in compliance. The same applies to 2<sup>nd</sup> and 3<sup>rd</sup> tier subrecipients (e.g., NJTPA and its subrecipients of pass-through grants).

The MPO’s Title VI Coordinator works with program managers to conduct periodic pre-grant and post-grant reviews of subrecipients of USDOT funds to ensure adherence to Title VI requirements. Reviews use a combination of desk audits and interviews, if required. Appropriate program staff members routinely update the Title VI guidelines provided to consultants, contractors, and subrecipients including Title VI language, provisions and other related requirements.

Additionally, the NJTPA verifies Title VI compliance by subrecipients and consultants in the contracting process. Submission of assurance forms and signature of the terms of the contract, which includes contract provisions for Title VI compliance, is used to verify the subrecipient’s commitment to compliance by the consultant or subrecipient.

#### **Providing Assistance to Subrecipients**

The NJTPA will make available to its subrecipients information and resources regarding its Title VI program to assist subrecipients in achieving and maintaining compliance. This assistance will most likely be needed when the subrecipient is a first-time grantee or is not also a direct recipient; however, the following information and resources will be made available to all subrecipients, as needed:

- Sample public notices informing beneficiaries of their rights under USDOT’s Title VI regulations, procedures on how to file a Title VI complaint, and the recipient’s Title VI complaint form.
- Sample procedures for tracking and investigating Title VI complaints filed with a subrecipient, and when the subrecipient is expected to notify the primary recipient of complaints received by the subrecipient.
- Demographic information of residents served by the subrecipient. This information related to race, national origin, income and other demographic data will assist the subrecipient in assessing the level and quality of service it provides to communities within its service area and in assessing the need for language assistance and other accommodations.
- Any other available information or data that will assist subrecipients in complying with Title VI, such as the Equity Assessment Guide. The NJTPA is also developing an Equity Analysis web-based application, which will be made available in the future.

### **Monitoring Subrecipient Compliance**

Monitoring subrecipients is a critical aspect of the NJTPA's Title VI program, as all subrecipients must comply. At a minimum, for projects supported by USDOT funding, the NJTPA will review the Title VI and LEP planning efforts of subrecipients to demonstrate compliance with requirements that apply, based on the type of organization and services being provided. Pre-award desk audit reviews of subrecipients will include evaluation of Title VI assurance forms and the NJTPA subrecipient Title VI compliance questionnaire (see Appendix G). The MPO will also review the Title VI/LEP process for subrecipients through program documents, website reviews, direct contact and/or surveys.

NJTPA will conduct reviews of a minimum of two subrecipients each year, one for each major pass-through program and one for other subrecipient activities, if required. Every year, NJTPA will identify subrecipients for a desk review, which will be conducted based on the assessment of risk of non-compliance and potential magnitude of the impact of non-compliance. Those subrecipients are identified based on one or more of the following criteria:

- NJTPA knows of or has received (formal or informal) complaints regarding the subrecipient.
- NJTPA staff identified the subrecipient as having known Title VI issues/concerns.
- The subrecipient has submitted problematic responses to the Title VI compliance questionnaire and/or submitted incomplete Title VI documentation following the questionnaire.
- The subrecipient receives a large amount of funding from NJTPA relative to other subrecipients.
- The subrecipient is new to NJTPA, receives a large amount of funding from NJTPA and requires Title VI training.

### **Consultant Contracts**

The NJTPA is responsible for selecting, negotiating, and administering its consultant contracts and subcontracts with subrecipients of federal funds. The NJTPA operates under its internal contract procedures and all relevant federal and state laws. In addition, the following Title VI language is included in the NJTPA's solicitations and Requests for Proposals (RFPs):

*"The NJTPA in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252, 42 U.S.C. §§ 2000d to 2000d-4) and the Regulations, hereby notifies all interested parties that it will affirmatively ensure that any contract entered into pursuant to this solicitation, disadvantaged business enterprises will be afforded full and fair opportunity to submit proposals in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award."*

## **Remedial Action**

The goal for Title VI and regulatory enforcement is to achieve voluntary compliance. If deficiencies are found during a Title VI review, a letter reporting the deficiencies requiring corrective action will be issued. A compliance conference meeting or phone call with the subrecipient will be held within 30 days of issuing the deficiency report, during which the subrecipient will be able to propose remedial actions to correct the deficiencies. Recipients placed in deficiency status shall be given a reasonable time, not to exceed 90 days after receipt of the deficiency report, to voluntarily correct deficiencies. Subrecipients are expected to correct all deficiencies and provide periodic updates to the NJTPA's Title VI Coordinator. NJTPA will provide technical assistance, as needed, to ensure implementation of the subrecipient's corrective action plan. When the NJTPA has determined that a subrecipient's deficiencies are sufficiently corrected, the subrecipient will be formally notified in writing that the review process is complete and no further progress reporting is needed.

When a subrecipient fails to take appropriate corrective action in response to the reported deficiencies, the subrecipient moves from a deficiency status to noncompliance. Upon finding a subrecipient in noncompliance, the Title VI Coordinator shall immediately notify the subrecipient in writing of the violations and of the steps necessary to correct them. The subrecipient shall implement corrective actions within 30 days of receipt and acceptance of the notification of recommended corrective action. The NJTPA will continue to provide technical guidance and support as appropriate.

If an attempt to secure voluntary compliance with Title VI does not occur within 30 days, or a reasonable period of time, the first step taken by the NJTPA will be to attempt to resolve the issue using normal administrative solutions. However, other sanctions, with the concurrence of NJDOT, may be applied such as withholding payments, suspending or terminating the subcontract, and/or refraining further financial assistance to subrecipients.

## **Section 4: NJTPA Demographic and Transportation Investment Profile**

The following information addresses Title VI reporting requirements for MPOs as described in FTA Circular 4702.1B. The NJTPA is not a provider of fixed route public transportation service; therefore, requirements specific to MPOs serving as transit providers are not included in this section.

All MPO recipients must provide a demographic profile of the metropolitan area within their Title VI program. Data from the 2017 American Community Survey (ACS) Five Year Estimates was collected for six different factors: minority population, low-income population, LEP persons, people with disabilities, zero-vehicle households, and the older adult population in the NJTPA region. The representation for each factor as a percentage of the total population was used to illustrate the community composition. Additionally, the factors were mapped using GIS software and overlaid with the TIP projects to better understand the spatial relationship between

transportation improvement projects and the specific population characteristics identified under Title VI and EJ.

#### Section 4.1: Minority Population

The NJTPA region contains a highly diverse population, of which 46 percent is considered minority. For the purpose of this analysis minority is defined as the total population minus White Alone-Non-Hispanic or Latino. The racial composition of the region is depicted in table 2.

Table 2: Racial Composition of the NJTPA region

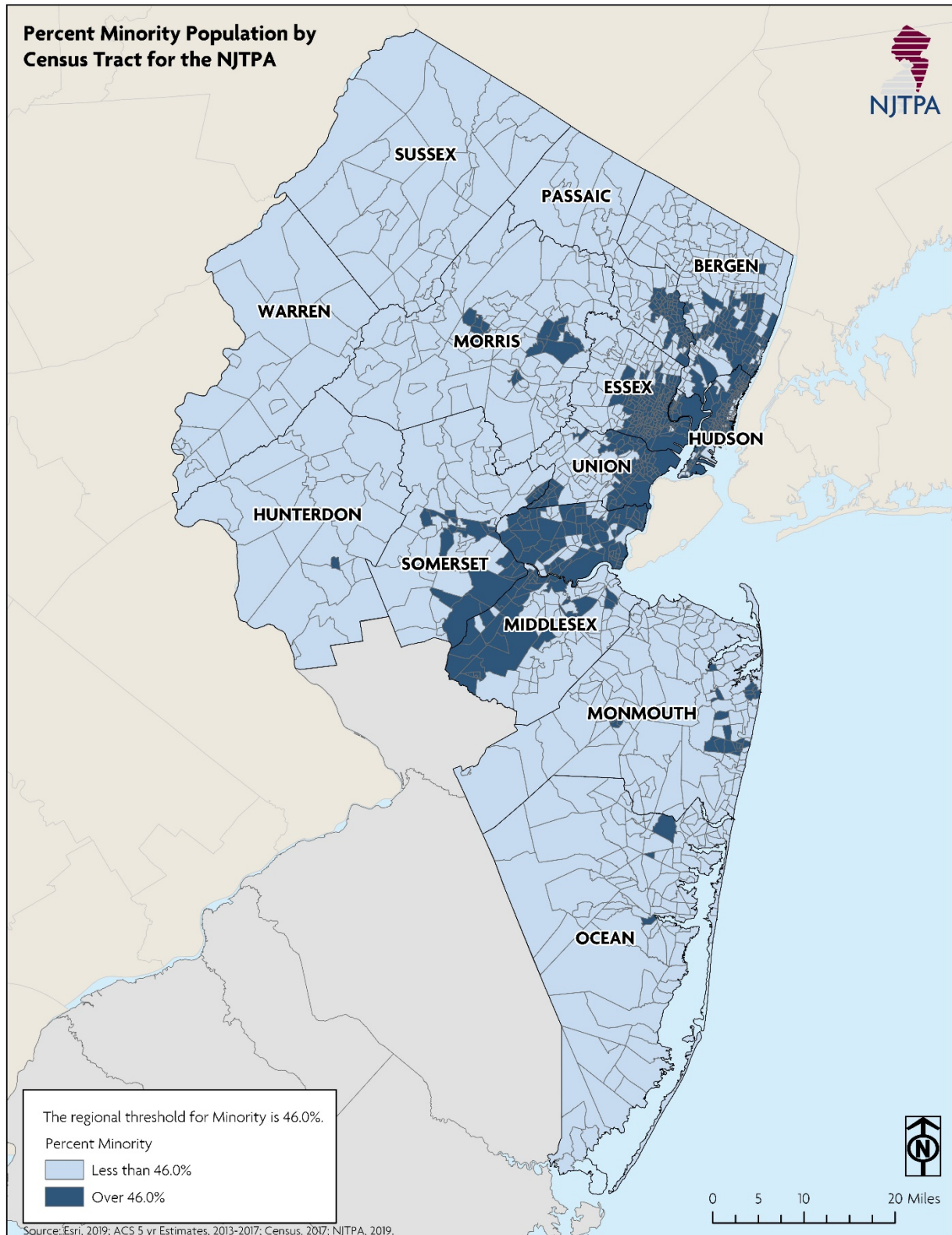
Racial Minority	Population	% of Population
Hispanic	1,459,106	21.6%
Black	791,801	11.7%
Asian	712,868	10.6%
Two or More Races	97,702	1.4%
Some Other Race	32,089	0.5%
Alaskan/American Indian	6,836	0.1%
Native Hawaiian/Other Pacific Islander	1,648	0.02%
<b>NJTPA</b>	<b>3,102,050</b>	<b>46%</b>

Source: ACS, Five Year Estimates, 2013-2017, Table DP05.

The table shows that Hispanic, Black, and Asian people comprise the largest groups of minorities in the region. The figure on the next page illustrates the minority population spatial distribution by census tract.



Figure 2: Percent Minority Population by Census Tract





Most of the minority population is concentrated in Bergen, Essex, Hudson, Middlesex, Passaic, Somerset and Union counties. Additionally, there are pockets of minority population that exceed the regional threshold in Hunterdon, Monmouth, Morris and Ocean counties.

#### Section 4.2: Low Income

The ratio of income to poverty level in the past 12 months is used to calculate the percentage of low-income residents in the NJTPA region. The same metric is used to determine low-income populations in the U.S. Environmental Protection Agency's EJSCREEN tool. Many studies show that the poverty threshold is too low to accurately depict those people who are truly low-income. Therefore, using two times the poverty level better captures those individuals adversely affected by low income. This is the calculation used to determine the percentages of low-income persons living in the NJTPA region, as detailed by county in Table 3. Approximately 23.7 percent or approximately 1.5 million people are living below this poverty level threshold in the NJTPA region.

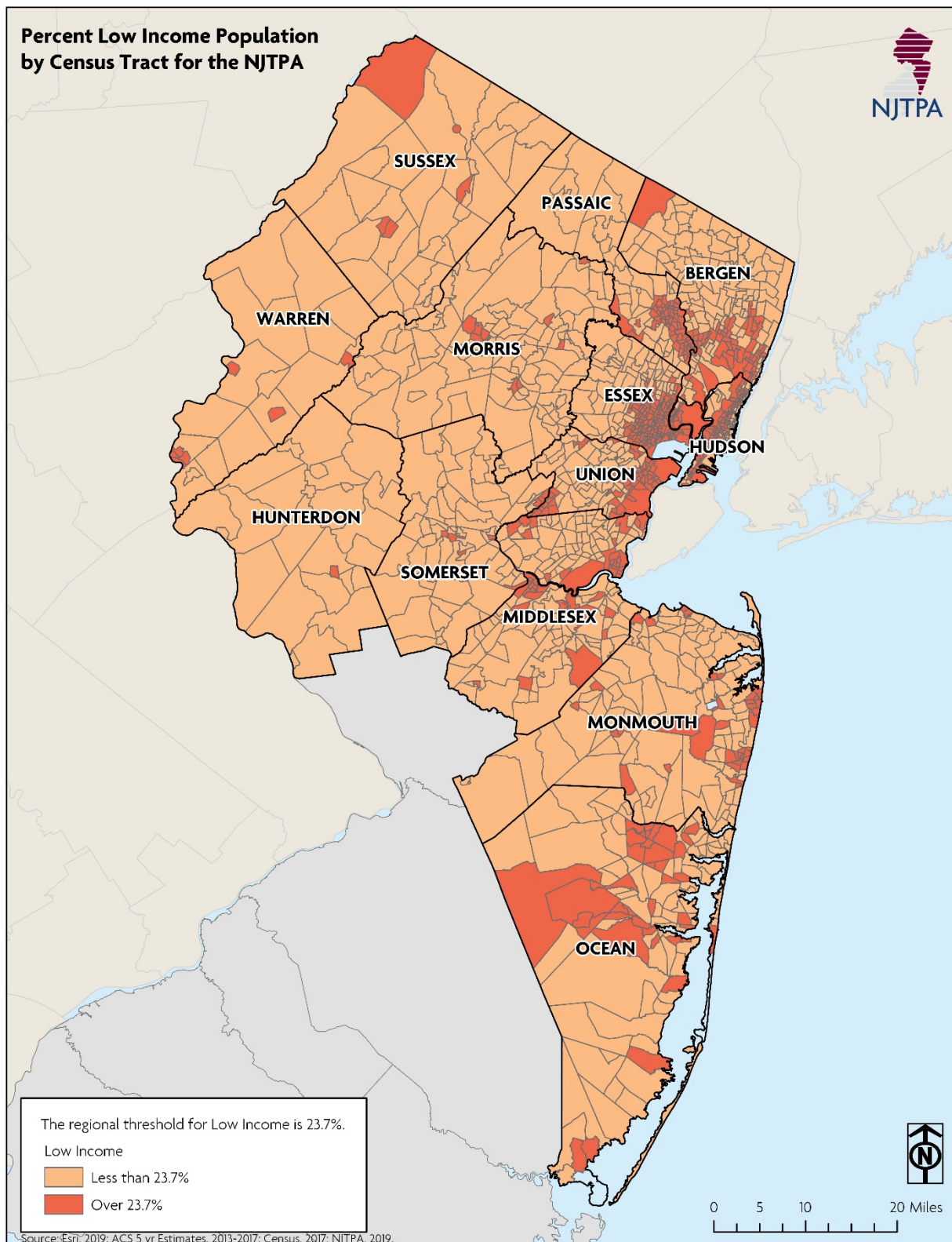
Table 3: Low Income Population by County

County	Total Population	Low Income Population	% Low Income Population
Hudson	672,241	238,567	35.5%
Passaic	502,606	174,266	34.7%
Essex	781,279	268,809	34.4%
Union	550,581	147,158	26.7%
Ocean	582,096	150,766	25.9%
Middlesex	807,450	165,804	20.5%
Warren	105,338	20,595	19.6%
Bergen	927,026	163,465	17.6%
Monmouth	621,400	108,748	17.5%
Sussex	142,214	21,565	15.2%
Morris	491,300	60,405	12.3%
Somerset	329,859	40,501	12.3%
Hunterdon	121,269	12,455	10.3%
<b>NJTPA</b>	<b>6,634,659</b>	<b>1,573,104</b>	<b>23.7%</b>

Source: ACS, Five Year Estimates, 2013-2017, Table C17002.

Hudson county has the highest percentage (35.5 percent) of low-income people compared to its total population, while Hunterdon has the lowest with 10.3 percent of its population identified as low-income. Figure 3 on the next page illustrates concentrations of low-income people by census tract.

Figure 3: Percent Low Income Population by Census Tract



### Section 4.3: Limited English Proficiency

Refer to the information included in the four-factor analysis provided under Section 3.2.1 for more information about the LEP population in NJTPA region, including a table of English proficiency and map of LEP households.

### Section 4.4: People with Disabilities

The ADA prohibits public entities from discriminating against people with disabilities or excluding them from participating in, or denying them the benefits of, the entities' services, programs, or activities. Although disability protections are not explicitly a part of Title VI, they are implied in the inclusive public participation requirements. For MPOs, this means that public meetings are held in accessible buildings and that vital MPO documents are available in accessible formats to members of the public. The table below shows the breakdown of people with a disability by county.

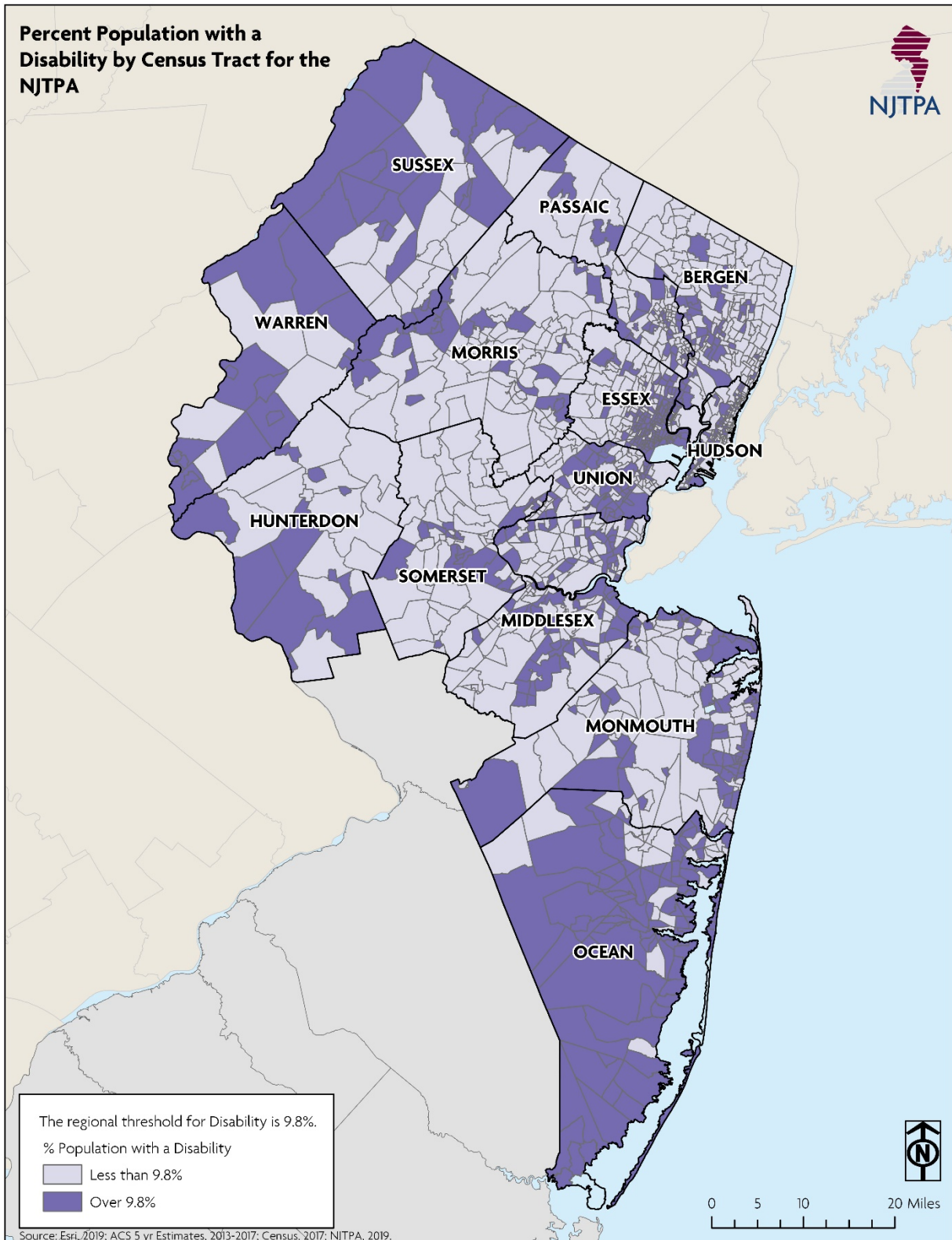
Table 4: Population with a Disability by County

County	Total Population	Total Population with a Disability	% Population With a Disability
Ocean	584,418	78,298	13.4%
Warren	106,181	13,371	12.6%
Essex	788,754	95,957	12.2%
Sussex	142,397	14,484	10.2%
Monmouth	623,613	62,091	10%
Hudson	675,541	63,440	9.4%
Union	552,755	51,854	9.4%
Middlesex	828,230	75,521	9.1%
Hunterdon	121,490	10,934	9%
Passaic	506,947	44,713	8.8%
Morris	494,902	40,654	8.2%
Bergen	931,733	75,029	8.1%
Somerset	330,448	26,412	8%
NJTPA	6,687,409	652,758	9.8%

Source: ACS, Five Year Estimates, 2013-2017, Table S1810. Total population is defined as total civilian noninstitutionalized.

People with disabilities compose 9.8 percent of the regional population. By county, Ocean has the largest percentage of people with a disability at 13.4 percent of its non-institutionalized population. Figure 4 on the next page illustrates the spatial distribution of the population by census tract of people who have a disability.

Figure 4: Percent Population with a Disability by Census Tract



Additional information was collected that allows the NJTPA to look at specific disability characteristics as defined by the U.S. Census. The disability types are as follows: hearing difficulty, vision difficulty, cognitive difficulty, ambulatory difficulty, self-care difficulty and independent living difficulty. The table below illustrates the breakdown by type of disability by county and for the NJTPA region.

Table 5: Population by Type of Disability by County

County	Total Population	Total Population w/ a Disability	% Pop. w/a Disability	% Pop. w/ Hearing Difficulty	% Pop. w/ Vision Difficulty	% Pop. w/ Cognitive Difficulty	% Pop. w/ Ambulatory Difficulty	% Pop. w/ Self-Care Difficulty	% Pop. w/ Independent Living Difficulty
Bergen	931,733	75,029	8.1%	2.3%	1.3%	2.5%	4.4%	2%	3.3%
Essex	788,754	95,957	12.2%	2.3%	3.6%	4.1%	6.4%	2.5%	4.2%
Hudson	675,541	63,440	9.4%	1.6%	2.0%	3.4%	5.6%	2.2%	3.7%
Hunterdon	121,490	10,934	9%	3.1%	1.6%	3.3%	3.7%	1.5%	3%
Middlesex	828,230	75,521	9.1%	2.3%	1.4%	3.1%	5.1%	2.1%	3.5%
Monmouth	623,613	62,091	10.0%	2.6%	1.7%	3.4%	5.2%	1.9%	3.7%
Morris	494,902	40,654	8.2%	2.5%	1.2%	2.6%	4.1%	1.7%	3.2%
Ocean	584,418	78,298	13.4%	4.1%	2.2%	4.3%	7.4%	2.6%	4.7%
Passaic	506,947	44,713	8.8%	2.2%	1.7%	3.1%	5%	2.1%	3.6%
Somerset	330,448	26,412	8%	2.2%	1.2%	2.8%	4%	1.9%	3.1%
Sussex	142,397	14,484	10.2%	2.8%	1.4%	3.8%	5.4%	2.3%	3.6%
Union	552,755	51,854	9.4%	2.2%	1.7%	3.5%	4.8%	2.1%	3.7%
Warren	106,181	13,371	12.6%	3.8%	2%	4.3%	6.5%	2.3%	4.8%
NJTPA	6,687,409	652,758	9.8%	2.5%	1.8%	3.3%	5.3%	2.1%	3.7%

Source: ACS, Five Year Estimates, 2013-2017, Table S1810. Total population is defined as total civilian noninstitutionalized.

When dealing with various transportation projects and programs it is vital to understand how they will impact a person with a disability. It is also important to recognize the type of disability. A person with a hearing disability will be affected in a vastly different way than a person with a vision disability. This data will also help support the NJTPA's outreach efforts and ensure inclusivity of persons with a disability where applicable and warranted.

#### Section 4.4: Zero-Vehicle Households

The zero-vehicle households measure should be interpreted in concert with other measures. As an example, a community with a high zero-vehicle household population could be located in an area that is well equipped with various modes of mass transit, and a car is not considered a necessity. For some not owning a car is a lifestyle choice and therefore does not indicate populations with environmental or economic disadvantages. Looking at this measure by itself might not provide an accurate picture of those communities in most need. Table 6 depicts the percentage of zero-vehicle households by county and for the NJTPA region.



Table 6: Zero-Vehicle Households by County

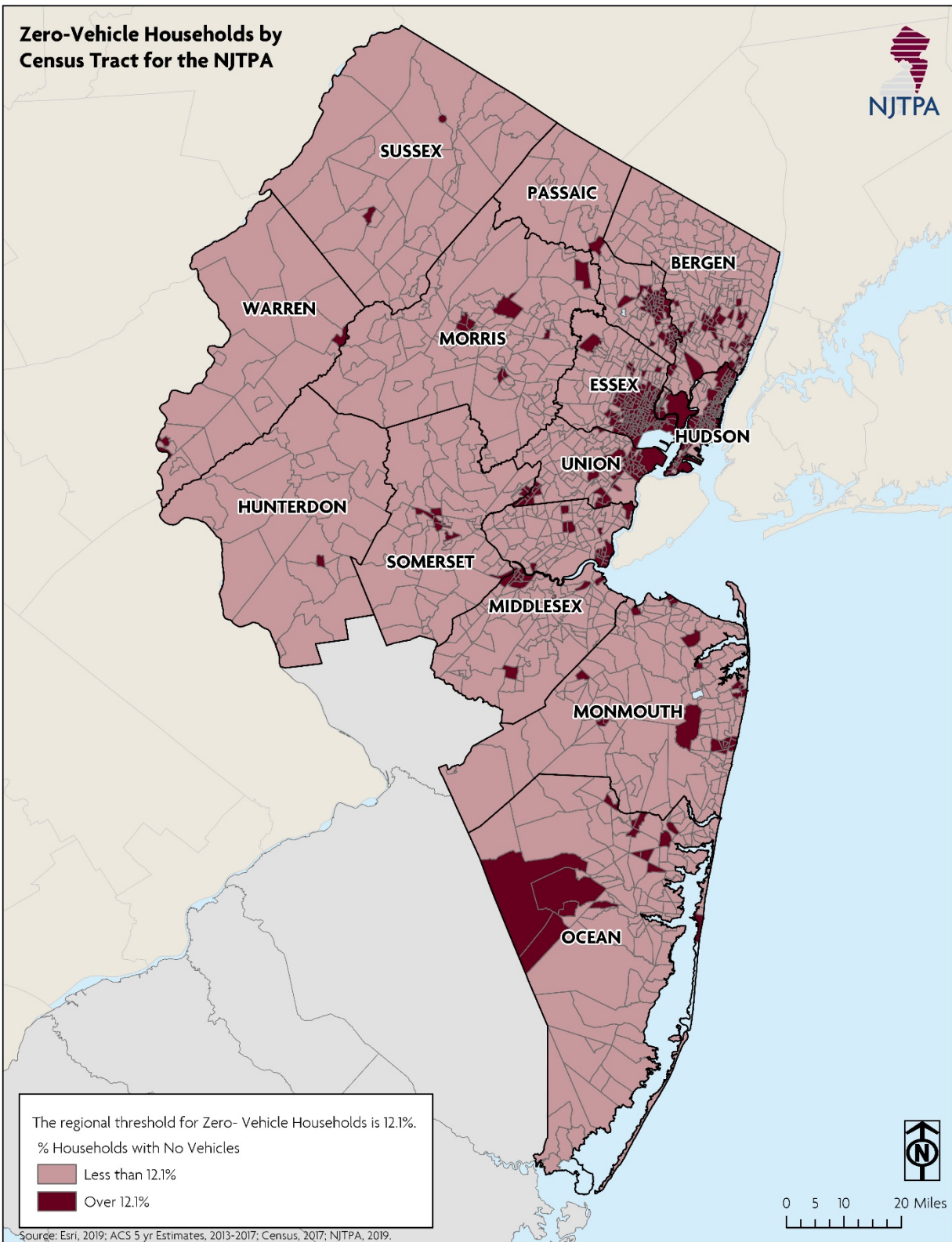
County	Total Households	Households with No Vehicles	% Households with No Vehicles
Hudson	252,352	80,984	32.1%
Essex	280,327	61,591	22%
Passaic	162,440	26,382	16.2%
Union	187,916	21,698	11.5%
Bergen	337,819	26,896	8%
Middlesex	283,794	21,683	7.6%
Ocean	223,135	15,285	6.9%
Monmouth	232,482	15,889	6.8%
Warren	41,385	2,556	6.2%
Morris	180,124	8,615	4.8%
Somerset	115,970	5,339	4.6%
Sussex	53,618	2,129	4%
Hunterdon	46,822	1,744	3.7%
<b>NJTPA</b>	<b>2,398,184</b>	<b>290,791</b>	<b>12.1%</b>

Source: ACS, 5 year Estimates, 2013-2017, Table B08201

Roughly 12 percent of the region's households have no vehicle. Hudson County, a very urban area with a significant amount of transportation options, has 32.1 percent zero-vehicle households. While Hunterdon, a much more rural area, only has 3.7 percent zero-vehicle households.

The figure on the next page illustrates the distribution of zero-vehicle households by census tract.

Figure 5: Zero-Vehicle Households by Census Tracts



#### Section 4.5: Senior and Youth Population

In order to understand the unique transportation needs of both senior and youth populations, data was collected for the following age cohorts: 65 years and older, 5 years old to 17 years old and under 5 years old. These age-specific needs could include proximity to amenities like day cares, schools or adult living facilities, and accessibility to jobs or mass transit. Considering the distinctive needs of the age cohort will better support planning for transportation improvements.

In the NJTPA region, 15 percent of the population is 65 and older. Ocean County has the highest percentage of seniors within its county boundary. Table 7 details the senior population percentage for each county in the region.

Table 7: Population 65 years and older by County

County	Total Population	Total Population 65 years and Older	% Population 65 years and Older
Ocean	589,699	130,257	22.1%
Warren	107,088	17,716	16.5%
Hunterdon	125,717	20,782	16.5%
Bergen	937,920	153,527	16.4%
Monmouth	627,551	101,128	16.1%
Morris	498,847	79,042	15.8%
Sussex	143,570	22,167	15.4%
Somerset	333,316	47,955	14.4%
Middlesex	837,288	115,701	13.8%
Union	557,320	75,962	13.6%
Passaic	510,563	69,429	13.6%
Essex	800,401	102,794	12.8%
Hudson	679,756	75,984	11.2%
NJTPA	6,749,036	1,012,444	15.0%

Source: ACS, 2017 Five Year Estimates, Table S0101

The figure on the next page represents the spatial distribution by census tract for the region.



Figure 6: Percent Population 65 years and older by Census Tract

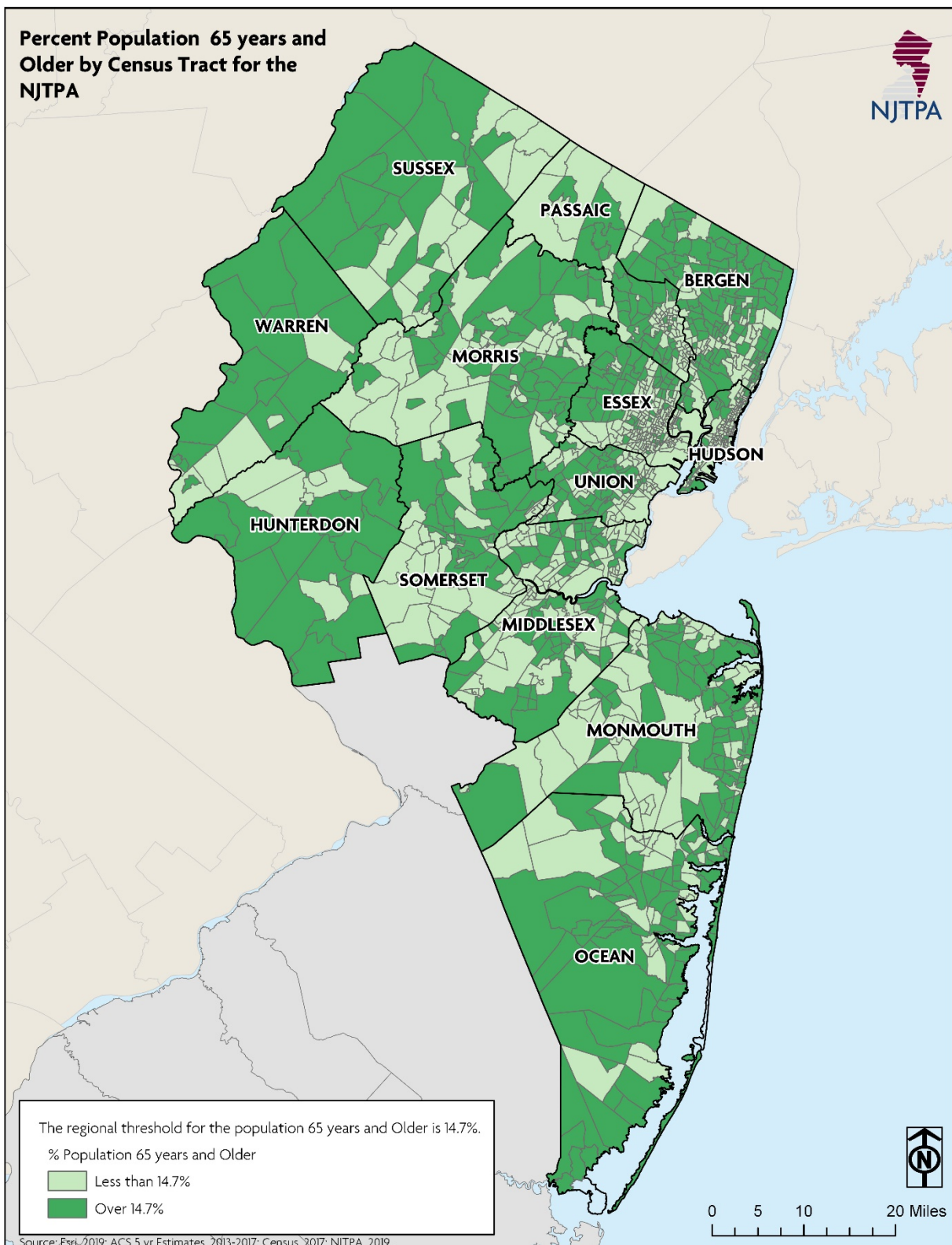


Table 8 and Figure 7 show the percentage of population under 5 in the NJTPA region, as well as the spatial distribution of the population under 5 years old. Based on the data, 5.9 percent of the population in the NJTPA region is under 5 years old.

Table 8: Population Under 5 years old by County

County	Total Population	Total Pop. Under 5 years old	% Pop. Under 5 years old
Hudson	679,756	47,441	7%
Ocean	589,699	40,591	6.9%
Passaic	510,563	34,842	6.8%
Essex	800,401	52,804	6.6%
Union	557,320	35,278	6.3%
Middlesex	837,288	49,144	5.9%
Somerset	333,316	17,653	5.3%
Bergen	937,920	49,660	5.3%
Monmouth	627,551	31,705	5.1%
Morris	498,847	24,949	5%
Warren	107,088	5,059	4.7%
Sussex	143,570	6,605	4.6%
Hunterdon	125,717	4,992	4%
<b>NJTPA</b>	<b>6,749,036</b>	<b>400,723</b>	<b>5.9%</b>

Source: ACS, 2017 Five Year Estimates, Table S0101

Figure 7: Percent Population Under 5 years old by Census Tract

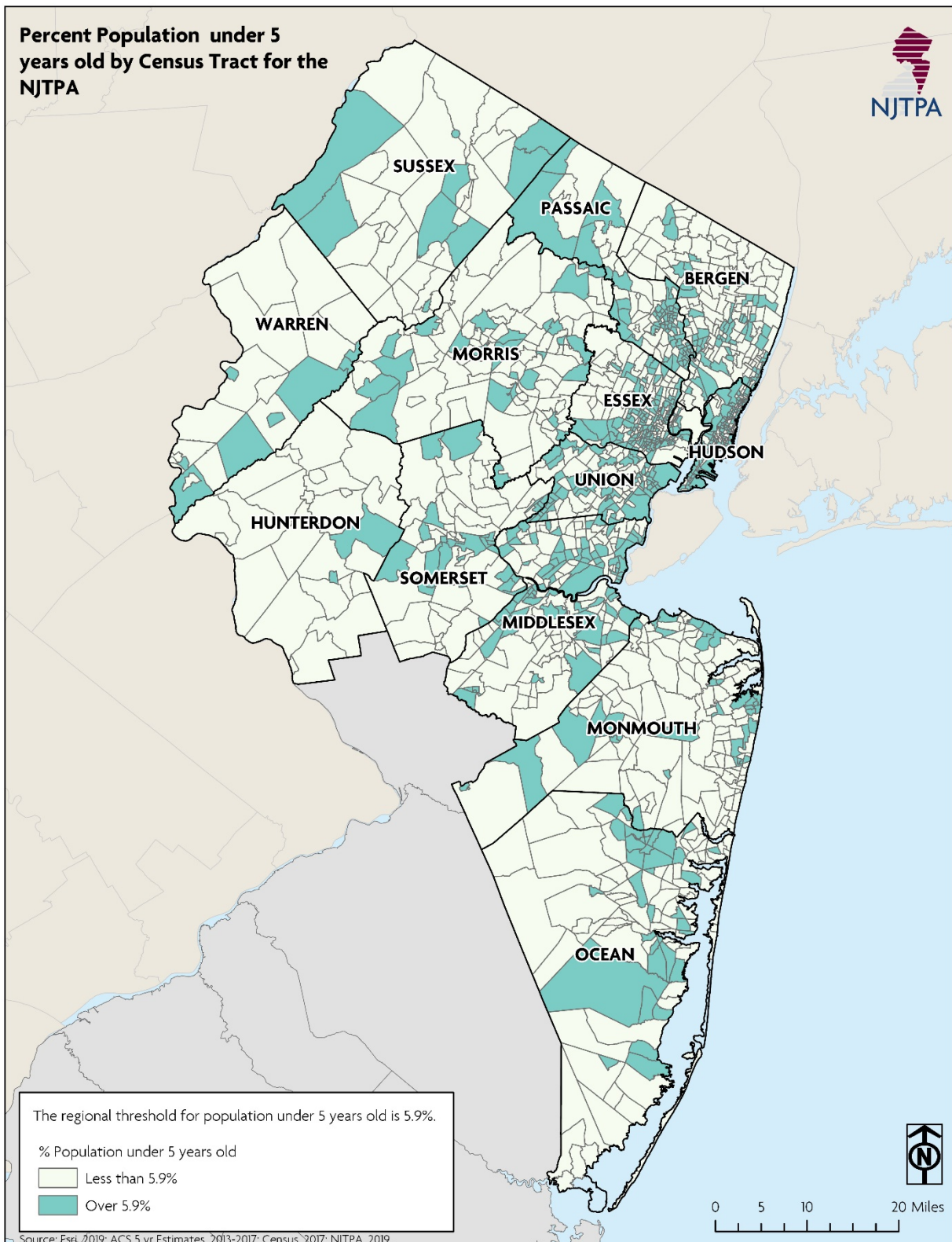


Table 9 shows that 16.5 percent of the population in the NJTPA region is between the ages of 5 and 17.

Table 9: Population ages 5 to 17 years old by County

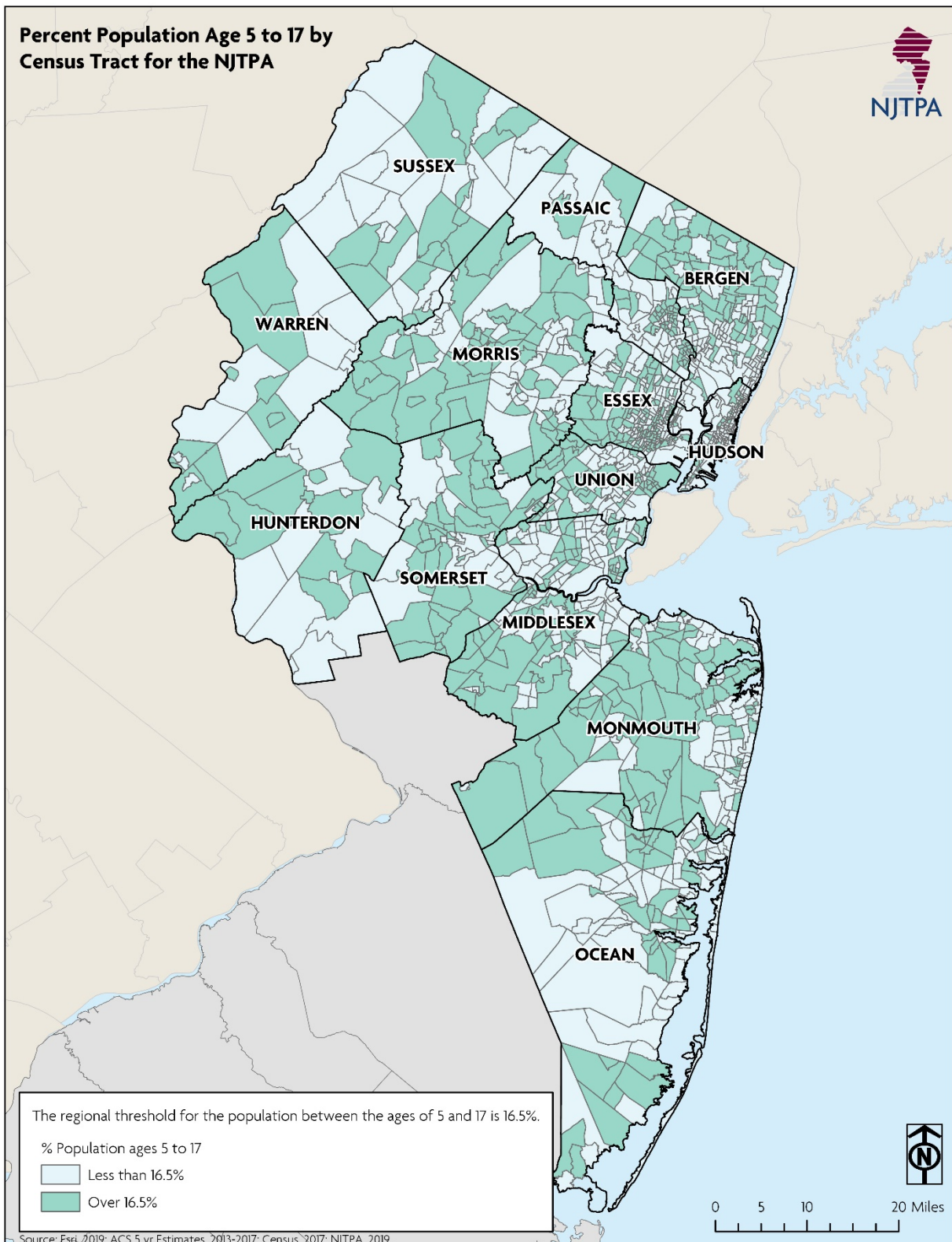
County	Total Population	Total Pop. 5 to 17 years old	% Pop. 5 to 17 years old
Somerset	333,316	58,491	17.5%
Passaic	510,563	88,330	17.3%
Essex	800,401	138,356	17.3%
Union	557,320	96,166	17.3%
Morris	498,847	84,605	17%
Monmouth	627,551	106,146	16.9%
Ocean	589,699	98,567	16.7%
Hunterdon	125,717	20,872	16.6%
Sussex	143,570	23,589	16.4%
Bergen	937,920	152,356	16.2%
Warren	107,088	17,336	16.2%
Middlesex	837,288	134,432	16.1%
Hudson	679,756	91,438	13.5%
<b>NJTPA</b>	<b>6,749,036</b>	<b>1,110,684</b>	<b>16.5%</b>

Source: ACS, 2017 Five Year Estimates, Table S0101

The figure on the next page depicts the spatial distribution by census tract.



Figure 8: Percent Population of age 5 to 17 by Census Tract



#### Section 4.6: Mobility Needs of Minority Populations

MPOs are required to include in the Title VI Implementation Plan a description of the procedures by which the mobility needs of minority populations are identified and considered within the planning process. In developing the NJTPA's planning activities, the NJTPA seeks out and considers the needs of those traditionally underserved by existing transportation systems, including minorities. The NJTPA strives to include all stakeholders, including protected classes, in its planning activities.

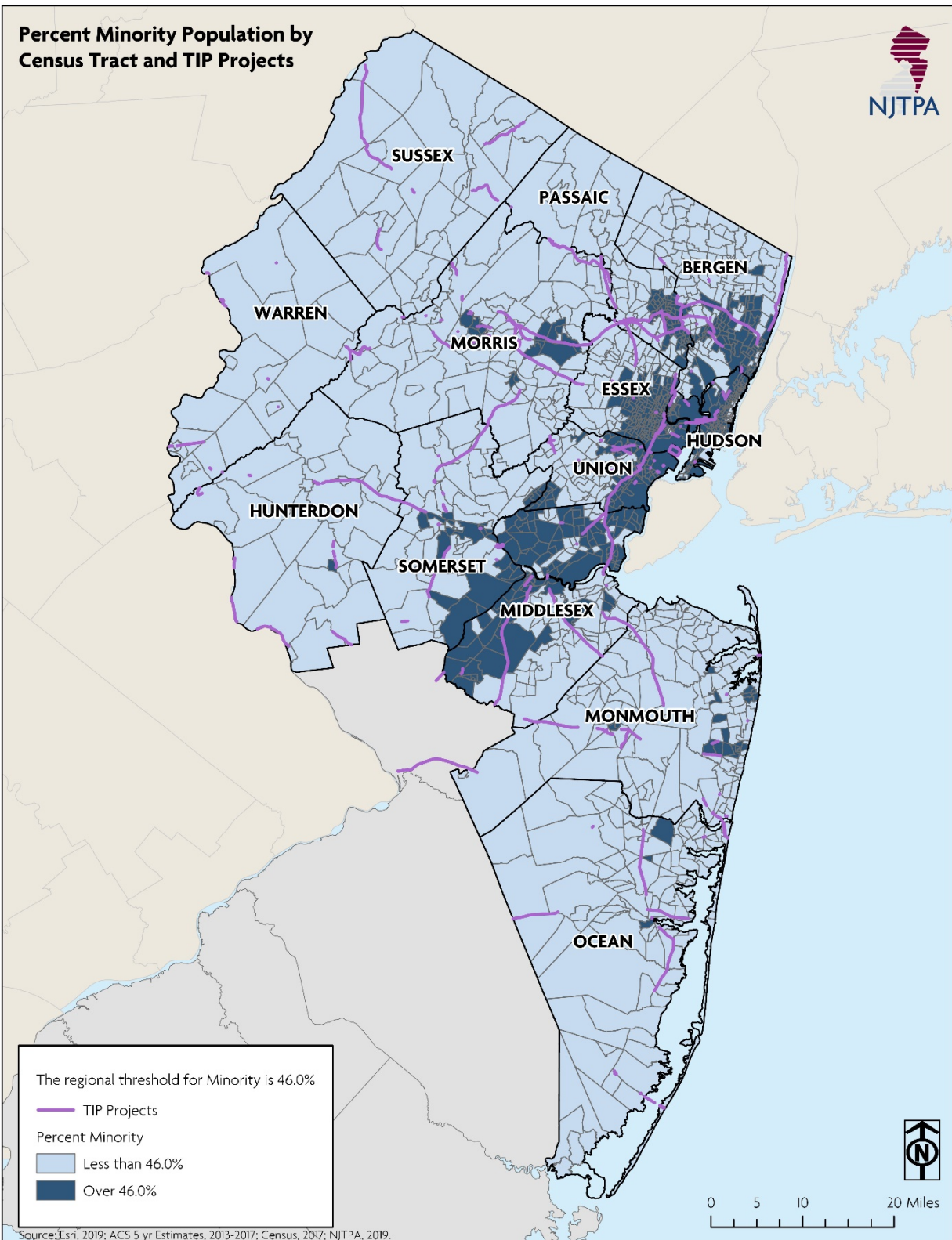
The NJTPA updated its Coordinated Human Services Transportation Plan, *Go Farther*, in 2017. The plan offers comprehensive recommendations for meeting the transportation needs of four target populations: persons ages 65 and older, low-income individuals, people with disabilities and veterans. The planning process included extensive public outreach to gather input from the target populations. The multi-faceted public and stakeholder outreach included focus groups, surveys, and community planning sessions; in total, nearly 5,000 people representing the four target populations provided input through the public outreach effort.

#### Section 4.7: Transportation Improvement Program

The TIP is a four-year fiscally constrained listing of projects and programs that is updated and adopted by the NJTPA Board every two years. Each year over \$2 billion in state and federal funding is invested in transportation projects and programs in the NJTPA region. The TIP encompasses a wide range of infrastructure improvements including redesigned intersections, repaved roads, new bicycle/pedestrian paths, added trains and buses, rehabilitated bridges and upgraded traffic signals. The NJTPA developed and maintains its NJTPA Online Transportation Information System (NOTIS) which provides information on projects and allows users to explore how their state and federal tax dollars are being invested to improve the transportation system in the NJTPA region.

As part of federal regulation FTA C 4702.1B, MPOs are required to provide a demographic map that overlays the percent of minority and non-minority populations as identified by Census or ACS data, at census tract or block group level, and charts that analyze the impacts of the distribution of state and federal funds in the aggregate for transportation purposes, including federal funds managed by the MPO as a designated recipient. This implementation plan uses the ACS Five Year Estimates for 2017 at the census tract level. Figure 9 on the next page illustrates those census tracts above and below the minority regional threshold of 46 percent and the FY2018-FY2021 TIP projects.

Figure 9: Percent Minority Population by Census Tract and TIP projects



The FY2018-FY2021 TIP projects were used to determine investment made in minority and non-minority communities. The TIP includes several state and region-wide programs and projects that cannot be associated with a specific geographic location and therefore are not mapped. The funding for these programs and projects was distributed based on population to estimate the minority community transportation investment. Projects that are mapped and intersect with the minority communities were added to determine the total minority community transportation investment in the FY2018–FY2021 TIP.

Table 10: Distribution of TIP Investment by Minority and Non-Minority Populations

Population	TIP Investment	% of Investment
Minority	\$ 7,245,981,828.87	52.1%
Non-minority	\$ 6,672,263,432.49	47.9%
	\$ 13,918,245,261.35	100%

Table 10 above shows that 52.1 percent of the TIP funds are invested in minority areas. While 47.9 percent of the funding is invested in non-minority areas. As new data becomes available, the analysis of the distribution of state and federal funds in the minority areas will be updated.

#### Section 4.8: Disparate Impacts

Recipients of funding approved by the NJTPA are required to analyze, based on the information provided in Section 4.7, if there are any disparate impacts on the basis of race, color, or national origin. The NJTPA consistently considers transportation equity when developing studies for the UPWP, selecting projects for inclusion in the LRTP, and programming projects into the TIP. These three documents are complementary and inform each other. Efforts undertaken in the UPWP support the goals and objectives identified in the LRTP and are often the foundation of the project development process for those projects that will eventually be included in the TIP.

Taken as a whole, the transportation planning services provided by the NJTPA do not pose disproportionate or adverse impacts on minority populations.

#### Section 4.9: Analysis & Monitoring Projects and Processes

As stated previously in Section 3.1, the NJTPA will seek to ensure compliance by annually collecting data on race, low income, LEP, people with disabilities, zero-vehicle households, and age of residents in its planning area. This data will be used to analyze and measure transportation investment benefits and burdens to minority populations. Data gathering procedures will be reviewed regularly to ensure it sufficiently meets the requirements of the Title VI program. NJTPA will continue to use this information to inform not only the planning activities, but also support the TIP scoring criteria to ensure equitable investments in the region.

Using findings and lesson learned from the recently completed Regional Performance Measures project, the NJTPA will look to incorporate (where applicable) metrics that allow the monitoring of progress in regard to the Title VI Implementation Plan.



## Section: 5 Conclusion

This NJTPA Title VI Implementation Plan has been prepared pursuant to Title VI of the Civil Rights Act of 1964, FTA Circular 4702.1B, Title VI and Title VI Dependent Guidelines for FTA Recipients (October 1, 2012). The NJTPA Board of Trustees approved this plan on September 9, 2019 (See Appendix E for documentation confirming approval).

The Implementation Plan provides a necessary framework for ensuring:

- that federally-assisted benefits and related services are made available and are equitably distributed,
- that the level and quality of federally-assisted services are sufficient to provide equal access and mobility to all persons, and,
- that there are adequate opportunities for all to participate in planning and decision-making processes.

Additionally, this plan serves as a foundation to ensure corrective and remedial actions are taken for all applications and receipts of federal funding to prevent discriminatory treatment of any beneficiary, provides procedures for investigating Title VI complaints, ensures that meaningful access to programs and activities is provided for LEP populations, and provides steps for informing the public of their rights under Title VI.

## Appendices

### Appendix A: Title VI Assurance

For signed document click [here](#).

#### **The United States Department of Transportation (USDOT)**

##### **Standard Title VI/Non-Discrimination Assurances**

##### **USDOT Order No. 1050.2A**

The North Jersey Transportation Planning Authority, Metropolitan Planning Organization (herein referred to as the "Recipient"), HEREBY AGREES THAT, as a condition to receiving any Federal financial assistance from the U.S. Department of Transportation (USDOT), through the Federal Highway Administration (FHWA) and New Jersey Department of Transportation (NJDOT), is subject to and will comply with the following:

##### **Statutory/Regulatory Authorities**

- Title VI of the Civil Rights Act of 1964 (42 U.S.C. § 2000d *et seq.*, 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin);
- 49 C.F.R. Part 21 (entitled *Non-discrimination in Federally-Assisted Programs of the Department of Transportation-Effectuation of Title VI of The Civil Rights Act of 1964*);
- 23 C.F.R. Part 200 (Title VI Program and Related Statutes – Implementation and Review Procedures);
- USDOT Order 1050.2 (Standard USDOT Title VI Assurances);
- 28 C.F.R. section 50.3 (U.S. Department of Justice Guidelines for Enforcement of Title VI of the Civil Rights Act of 1964);
- The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, (42 U.S.C. §4601), (prohibits unfair treatment of persons displaced or whose property has been acquired because of federal or federal-aid programs and projects);
- Section 162(a) of the Federal-Aid Highway Act of 1973, (23 U.S.C. § 324 *et seq.*), (prohibits discrimination on the basis of sex);
- Section 504 of the Rehabilitation Act of 1973, (29 U.S.C. § 794 *et seq.*), as amended, (prohibits discrimination on the basis of disability); and 49 CFR Part 27;
- The Age Discrimination Act of 1975, as amended, (42 U.S.C. § 6101 *et seq.*), (prohibits discrimination on the basis of age);
- Airport and Airway Improvement Act of 1982, (49 USC § 471, Section 47123), as amended, (prohibits discrimination based on race, creed, color, national origin, or sex);
- The Civil Rights Restoration Act of 1987, (PL 100-209), (Broadened the scope, coverage and applicability of Title VI of the Civil Rights Act of 1964, The Age Discrimination Act of 1975 and Section 504 of the Rehabilitation Act of 1973, by expanding the definition of the terms "programs

or activities" to include all of the programs or activities of the federal-aid recipients, sub-recipients and contractors, whether such programs or activities are federally funded or not);

- Titles II and III of the Americans with Disabilities Act, which prohibit discrimination on the basis of disability in the operation of public entities, public and private transportation systems, places of public accommodation, and certain testing entities (42 U.S.C. §§ 12131-12189) as implemented by Department of Transportation regulations at 49 C.F.R. parts 37 and 38;
- The Federal Aviation Administration's Non-discrimination statute (49 U.S.C. § 47123) (prohibits Discrimination on the basis of race, color, national origin, and sex);
- Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, which ensures discrimination against minority populations by discouraging programs, policies, and activities with disproportionately high and adverse human health or environmental effects on minority and low-income populations;
- Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency, and resulting agency guidance, national origin discrimination includes discrimination because of limited English proficiency (LEP). To ensure compliance with Title VI, you must take reasonable steps to ensure that LEP persons have meaningful access to your programs (70 Fed. Reg. at 74087 to 74100); and
- Title IX of the Education Amendments of 1972, as amended, which prohibits you from discriminating because of sex in education programs or activities (20 U.S.C. 1681 *et seq.*).

The preceding statutory and regulatory cites hereinafter are referred to as the "Acts" and "Regulations," respectively.

### **General Assurances**

In accordance with the Acts, the Regulations, and other pertinent directives, circulars, policy, memoranda, and/or guidance, the Recipient hereby gives assurance that it will promptly take any measures necessary to ensure that:

*"No person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity," for which the Recipient receives Federal financial assistance from USDOT, including the Federal Highway Administration.*

The Civil Rights Restoration Act of 1987 clarified the original intent of Congress, with respect to Title VI and other Non-discrimination requirements (The Age Discrimination Act of 1975, and Section 504 of the Rehabilitation Act of 1973), by restoring the broad, institutional-wide scope and coverage of these non-discrimination statutes and requirements to include all programs and activities of the Recipient, so long as any portion of the program is federally-assisted.

### **Specific Assurances**

More specifically, and without limiting the above general Assurance, the Recipient agrees with and gives the following Assurances with respect to its federally-assisted USDOT programs.

1. The Recipient agrees that each "activity," "facility," or "program," as defined in §§ 21.23 (b) and 21.23 (e) of 49 C.F.R. § 21 will be (with regard to an "activity") facilitated, or will be (with regard to a "facility") operated, or will be (with regard to a "program") conducted in compliance with all requirements imposed by, or pursuant to the Acts and the Regulations.
2. The Recipient will insert the following notification in all solicitations for bids, Requests for Proposals for work, or material subject to the Acts and the Regulations made in connection with all FHWA federally-assisted programs and, in adapted form, in all proposals for negotiated agreements regardless of funding source:

*"The North Jersey Transportation Planning Authority in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252, 42 U.S.C. §§ 2000d to 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that any contract entered into pursuant to this advertisement, disadvantaged business enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award."*

3. The Recipient will insert the clauses of Appendix A and E of this Assurance in every contract or agreement subject to the Acts and the Regulations.
4. The Recipient will insert the clauses of Appendix B of this Assurance, as a covenant running with the land, in any deed from the United States effecting or recording a transfer of real property, structures, use, or improvements thereon or interest therein to a Recipient.
5. That where the Recipient receives federal financial assistance to construct a facility, or part of a facility, the Assurance will extend to the entire facility and facilities operated in connection therewith.
6. That where the Recipient receives federal financial assistance in the form, or for the acquisition of real property or an interest in real property, the Assurance will extend to rights to space on, over, or under such property.
7. That the Recipient will include the clauses set forth in Appendix C and Appendix D of this Assurance, as a covenant running with the land, in any future deeds, leases, licenses, permits, or similar instruments entered into by the Recipient with other parties:
  - a. for the subsequent transfer of real property acquired or improved under the applicable activity, project, or program; and
  - b. for the construction or use of, or access to, space on, over, or under real property acquired or improved under the applicable activity, project, or program.
8. That this Assurance obligates the Recipient for the period during which federal financial assistance is extended to the program, except where the federal financial assistance is to provide, or is in the form of, personal property, or real property, or interest therein, or structures

or improvements thereon, in which case the Assurance obligates the Recipient, or any transferee for the longer of the following periods:

- a. the period during which the property is used for a purpose for which the federal financial assistance is extended, or for another purpose involving the provision of similar services or benefits; or
  - b. the period during which the Recipient retains ownership or possession of the property.
9. The Recipient will provide for such methods of administration for the program as are found by the Secretary of Transportation or the official to whom he/she delegates specific authority to give reasonable guarantee that it, other recipients, sub-recipients, sub-grantees, contractors, subcontractors, consultants, transferees, successors in interest, and other participants of federal financial assistance under such program will comply with all requirements imposed or pursuant to the Acts, the Regulations, and this Assurance.
10. The Recipient agrees that the United States has a right to seek judicial enforcement with regard to any matter arising under the Acts, the Regulations, and this Assurance.

By signing this ASSURANCE, the North Jersey Transportation Planning Authority also agrees to comply (and require any sub-recipients, sub-grantees, contractors, successors, transferees, and/or assignees to comply) with all applicable provisions governing the FHWA and NJDOT access to records, accounts, documents, information, facilities, and staff. You also recognize that you must comply with any program or compliance reviews, and/or complaint investigations conducted by the FHWA and NJDOT. You must keep records, reports, and submit the material for review upon request to FHWA and NJDOT, or its designee in a timely, complete, and accurate way. Additionally, you must comply with all other reporting, data collection, and evaluation requirements, as prescribed by law or detailed in program guidance.

North Jersey Transportation Planning Authority gives this ASSURANCE in consideration of and for obtaining any federal grants, loans, contracts, agreements, property, and/or discounts, or other federal-aid and federal financial assistance extended after the date hereof to the recipients by the U.S. Department of Transportation under USDOT programs. This ASSURANCE is binding on the State of New Jersey, other recipients, sub-recipients, sub-grantees, contractors, subcontractors and their subcontractors', transferees, successors in interest, and any other participants in all USDOT programs. The person(s) signing below is authorized to sign this ASSURANCE on behalf of the Recipient.

North Jersey Transportation

Planning Authority, Inc.

Mary D. Ameen

Executive Director



## Title VI Notice to the Public

The North Jersey Transportation Planning Authority (NJTPA) hereby gives public notice that it is the policy of the NJTPA to assure full compliance with Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, Executive Order 12898 on Environmental Justice, and related statutes and regulations in all programs and activities.

NJTPA assures that no person or group(s) of persons shall, on the grounds of race, color, age, disability, national origin, gender, or income status, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination through the federally-mandated metropolitan transportation planning process undertaken by NJTPA, whether the activities are federally funded or not.

It is also the policy of NJTPA to ensure that all its plans, programs, procedures, policies, and activities do not have disproportionate adverse effects on minority and low-income populations. Minority and low-income communities, as identified through the U.S. Census, will be engaged to facilitate their full and fair participation in the metropolitan transportation planning process. In addition, NJTPA will provide meaningful access to services for persons with limited English proficiency.

Regarding the distribution of federal-aid funds to eligible subrecipients, NJTPA will include Title VI language in all written agreements entered into through its administrative host, the New Jersey Institute of Technology, and will monitor those agreements for compliance.

NJTPA's Executive Director is responsible for initiating and monitoring the organization's Title VI Program, for preparing related reports, and for other requirements and responsibilities under Title 23 Code of Federal Regulations (CFR) Part 200 and Title 49 CFR Part 21.

Any person who believes they have been aggrieved by an unlawful discriminatory practice under Title VI has a right to file a formal complaint. Any such complaint must be filed in writing using the form provided or in person with NJTPA's Title VI Coordinator within one hundred eighty (180) days from the date of the alleged discriminatory act or upon notice of the discriminatory act. Title VI discrimination complaint forms may be obtained from the NJTPA website: [www.njtpa.org](http://www.njtpa.org) or by calling 973-639-8400.

Mary D. Ameen, Executive Director

September 9, 2019

## Appendix C: Title VI Complaint Form

NJTPA Form 07/2019

### NORTH JERSEY TRANSPORTATION PLANNING AUTHORITY, INC.

#### TITLE VI NON-DISCRIMINATION COMPLAINT FORM

It is the policy of the North Jersey Transportation Planning Authority (NJTPA) to abide by Title VI of the Civil Rights Act of 1964, Executive Order 12898 for Environmental Justice, Executive Order 13166 for Limited English Proficiency, and 23 U.S.C. Section 324, which provides in part that: *No person in the United States shall, on the grounds of race, color, sex, age, national origin, low income or disability, be excluded from participation in, be denied the benefits of, or otherwise subjected to discrimination in any program or activity receiving federal financial assistance.*

This form may be used to file a complaint with the NJTPA for alleged violations of Title VI of the Civil Rights Act of 1964. If you need assistance completing this form due to a physical impairment or other reasons, please contact us by phone at (973) 639-8400 or via FAX at (973) 639-1953.

Complaints should be filed within 180 days of the alleged discrimination. If you could not reasonably be expected to know the act was discriminatory within the 180 days period, you have 60 days after you became aware of the discrimination to file your complaint.

**Only the complainant or the complainant's designated representative should complete both pages (sides) of this form.**

Name: _____	
Street Address: _____	
City: _____	State: _____ ZIP Code: _____
Home Telephone: _____	Work Telephone: _____ Cell Phone: _____
<b>Individual(s) discriminated against, if different from above (use additional page(s) if necessary):</b>	
Name: _____	
Street Address: _____	
City: _____	State: _____ ZIP Code: _____
Home Telephone: _____	Work Telephone: _____ FAX: _____
Please explain your relationship to the individual(s) indicated above: _____	
<b>Name of Agency and Department or Program that discriminated:</b>	
Agency and Department or Program name: _____	
Name of Individual (if known): _____	
Street Address: _____	
City: _____	State: _____ ZIP Code: _____
Telephone: _____	FAX: _____
Date alleged discrimination began: _____ Last or most recent date of discrimination: _____	
<b>Basis of Discrimination:</b>	
<input type="checkbox"/> Race <input type="checkbox"/> Religion <input type="checkbox"/> Color <input type="checkbox"/> Age <input type="checkbox"/> National Origin	
<input type="checkbox"/> Disability <input type="checkbox"/> Sex <input type="checkbox"/> Income <input type="checkbox"/> Limited English Proficiency (LEP)	
<b>How were you discriminated against? Please give specific information, including names.</b>	
<div style="border: 1px solid black; height: 40px;"></div>	
Were there any witnesses? <input type="checkbox"/> No <input type="checkbox"/> Yes	
<b>If so, please provide their contact information:</b>	
Witness #1	Witness #2
Name: _____	Name: _____
Address: _____	Address: _____
City: _____ State: _____ ZIP: _____	City: _____ State: _____ ZIP: _____
Telephone Number: _____	Telephone Number: _____
Signature _____ Date _____	

**NOTE: The laws enforced by this organization prohibit retaliation or intimidation against anyone because that individual has either taken action or participated in action to secure rights protected by these laws. If you experience retaliation or intimidation separate from the discrimination alleged in this complaint or if you have questions regarding the completion of this form please contact:**

Title VI Coordinator  
North Jersey Transportation Planning Authority  
One Newark Center, 17th Floor  
Newark, NJ 07102  
Phone: 973-639-8400 Fax: 973-639-1953  
[TitleVI@njtpa.org](mailto:TitleVI@njtpa.org)



NORTH JERSEY TRANSPORTATION PLANNING AUTHORITY, INC.

Title VI Complaint Process

The North Jersey Transportation Planning Authority (NJTPA) will investigate written complaints that have been filed by any person or class of persons who believe they have been subjected to discrimination or retaliation based on race, color, sex, age, national origin, low income or disability. To file a complaint, an individual or his/her representative should:

1. Complete and sign both sides of the complaint form. Include the complainant's name, address, and telephone number.
2. Initiate the filing no more than 180 days after the date of the alleged act of discrimination; the date when the individual(s) became aware of the alleged discrimination; or where there has been a continuing course of conduct, the date that the conduct was discontinued or the latest instance of the conduct.

These procedures do not preclude any agency from attempting to resolve issues and complaints that are non-written, e.g., sexual harassment. Complaints must detail the facts and circumstances of the alleged discrimination.

NJTPA will use procedures approved by the Federal Highway Administration (FHWA) to investigate complaints filed directly with the NJTPA against contractors and sub-recipients. This is in accordance with 23 CFR 200.9 (b) (3). The NJTPA cannot investigate complaints filed against itself; therefore, if a complaint is filed against the NJTPA, then it will be forwarded to the New Jersey Department of Transportation (NJDOT) for processing and investigation.

NJTPA's Title VI Coordinator will acknowledge in writing the receipt of every complaint filed with the NJTPA within ten business days of receiving it. If additional information is required, the Title VI Coordinator will extend the response time by ten business days. If the complaint is rejected, the Title VI Coordinator will inform the complainant of the appropriate appeal authority and set up a time-line for an appeal.

With the complainant's consent, and in the best interests of all parties involved in the complaint, attempts may be made to resolve the matter informally. However, if the complainant is dissatisfied with the NJTPA's decision, he or she may bring the matter to the attention of the NJDOT, FHWA, US Department of Transportation (USDOT), and the US Department of Justice (USDOJ).

If the complaint has merit, the Title VI Coordinator will supervise a thorough investigation and submit a written Report of Findings to the NJTPA's Senior Director of Finance and Administration for a final determination.

Within 60 days of the receipt of the complaint, NJTPA will notify the complainant of its findings, the proposed disposition of the matter, the avenues available for appeal and the time-line to appeal if there is dissatisfaction with the NJTPA's decision. The proposed remedy will include the actions necessary to correct and prevent future occurrences.

NJTPA will issue letters of findings for all investigations processed or develop informal settlements for all complaints processed. In accordance with regulations at 23 CFR 200, NJTPA will forward a copy of the complaint and a copy of the its report of the investigation to the NJDOT and the FHWA Division Office, within 60 days of the date the complaint was received. The FHWA may grant an extension of an additional 60 days for justifiable reasons. NJTPA has the responsibility to periodically inform the NJDOT and FHWA Division Office of the status of all complaints.

Title VI Complaint Consent/Release	
Name: _____	
Address Line 1: _____	
Address Line 2: _____	
City: _____	State: _____ ZIP Code: _____
<b>Please read the information below, check the appropriate box, and sign this form.</b>	
I have read the Notice of Investigatory Uses of Personal Information by the NJTPA. As a complainant, I understand that in the course of an investigation it may become necessary for NJTPA to reveal my identity to persons at the organization or institution under investigation. I am also aware of the obligations of NJTPA to honor requests under the Freedom of Information Act. I understand that it may be necessary for NJTPA to disclose information, including personal identifying details, which it has gathered as a part of its investigation of my complaint. In addition, I understand that as a complainant I am protected by federal regulations from intimidation or retaliation for having taken action or participated in action to secure rights protected by nondiscrimination statutes enforced by FHWA.	
<b>Consent/Release</b>	
<input type="checkbox"/> <b>CONSENT</b> – I have read and understand the above information and authorize NJTPA to reveal my identity to persons at the organization or institution under investigation. I authorize NJTPA to receive material and information about me pertinent to the investigation of my complaint. I understand that the material and information will be used for authorized civil rights compliance and enforcement activities. I further understand that I am not required to authorize this release, and do so voluntarily.	
<input type="checkbox"/> <b>CONSENT DENIED</b> – I have read and understand the above information and do not want NJTPA to reveal my identity to the organization or institution under investigation, or to review, receive copies of, or discuss material and information about me, pertinent to the investigation of my complaint. I understand that this is likely to impede the investigation of my complaint and may result in the closure of the investigation.	
Signature _____	Date _____

Please return this application to:

Title VI Coordinator  
North Jersey Transportation Planning Authority  
One Newark Center, 17th Floor  
Newark, NJ 07102  
Phone: 973-639-8400 FAX: 973-639-1953  
[TitleVI@njtpa.org](mailto:TitleVI@njtpa.org)





## Title VI Policy Statement

The following is the NJTPA's nondiscrimination policy statement, which covers all of its programs and activities:

The NJTPA is committed to compliance with Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, Executive Order 12898 on Environmental Justice and all related nondiscrimination statutes, rules, regulations and executive orders.

The NJTPA assures that no person or group(s) of persons shall, on the grounds of race, color, age, disability, national origin, gender, or income status, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination through the federally-mandated metropolitan transportation planning process undertaken by NJTPA, whether the activities are federally funded or not.

It is also the policy of the NJTPA to ensure that all its plans, programs, procedures, policies, and activities do not have disproportionate adverse effects on minority and low-income populations. Minority and low-income communities, as identified through the U.S. Census, will be engaged to facilitate their full and fair participation in the metropolitan transportation planning process. In addition, the NJTPA will provide meaningful access to services for persons with limited English proficiency.

Regarding the distribution of federal-aid funds to eligible subrecipients, the NJTPA will include Title VI language in all written agreements entered into through its administrative host, the New Jersey Institute of Technology, and will monitor those agreements for compliance.

NJTPA's Executive Director is responsible for initiating and monitoring the organization's Title VI Program, for preparing related reports, and for other requirements and responsibilities under Title 23 Code of Federal Regulations (CFR) Part 200 and Title 49 CFR Part 21.

Mary D. Ameen, Executive Director  
North Jersey Transportation Planning Authority

September 9, 2019

## Appendix E: Board Approval of Title VI Implementation Plan

Appendix F: Public Engagement Plan  
For complete document click [here](#).

North Jersey Transportation Planning Authority

# Public Engagement Plan

November 2018



## Appendix G: Subrecipient Title VI Compliance Tool



### Sub-Recipient Title VI Compliance Assessment Tool

23 Code of Federal Regulations (CFR) Part 200 requires that the North Jersey Transportation Planning Authority, Inc. conduct periodic reviews of subrecipients of federal-aid highway funds to ensure they are complying with Title VI of the Civil Rights Act of 1964. Title VI states that “no person in the United States shall be excluded from participation, denied the benefits of, or be subjected to discrimination in any Federally-funded program, policy or activity on the basis of race, color or national origin.”

NJTPA has developed this questionnaire as a means of determining sub-recipient compliance; helping sub-recipients understand their Title VI responsibilities; and assisting NJTPA and NJDOT in planning future training and technical assistance.

This assessment is part of NJTPA’s Compliance Review process and has been designed to take only a few minutes of your time. Please email or mail the completed questionnaire with attachments, to Karen Rosenberger, Compliance Manager/ Title VI Coordinator, by no later than \_\_\_\_\_. NJTPA, One Newark Center, 17<sup>th</sup> Floor, Newark, NJ 07102.

Form, questions or concerns may be e-mailed to [krosenber@njtpa.org](mailto:krosenber@njtpa.org) or you may reach Ms. Rosenberger at (973) 639-8406.

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#### Questionnaire

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1. Please provide the Name, Title and contact information of the person responding to questionnaire.

Name:

Title:

Email:

Phone:

Name of your Agency:

Mailing Address:

2. Who is the Title VI Coordinator or contact person for your agency? Does this person accept complaints from the public? If not, who does? Please include title, email and telephone number for each person listed.
3. Does your agency have a signed Title VI Policy Statement?      Yes      No  
(please provide link to policy statement)
4. Does your agency have a current Title VI/Nondiscrimination Plan?      Yes      No

If so, is the plan available online to the general public?                      Yes                      No  
(Please provide link or attach a copy)

5. In the past three years, has your agency been named in a discrimination complaint or lawsuit?

Yes                      No

If so, when and what was the nature of the complaint or lawsuit and the outcome?

6. Does your agency have a written discrimination complaint process?                      Yes                      No  
(please provide a copy as an attachment)

7. Has your agency made the public aware of the right to file a complaint?                      Yes                      No  
If yes, by what mechanism? (provide as attachment)

8. Does your agency have a Limited English Proficient (LEP) Plan?                      Yes                      No  
If so, please provide link or attach a copy

9. Does your agency provide free translation services for persons with Limited English Proficiency (LEP)? Explain.

10. How does your agency ensure that Limited English Proficient (LEP) individuals have access to the agency's programs and services? Explain

11. In the past twelve months, what has your agency done to receive and consider input from all citizen groups, especially minority, low income, disabled and transit-dependent? Provide attachment, if applicable

12. Does your agency have a method to collect racial and ethnic data on citizens impacted by your projects? If so, please describe.

13. Has your agency provided written Title VI Assurances to NJTPA? Please attach a copy.

14. Does your agency include the required DBE assurance language at 49 CFR 26.13 (a) and (b) verbatim in all financial agreements, contracts and subcontracts (see Exhibit A)?

15. Does your agency physically include the Civil Rights Special Provisions (FHWA-1273) in all contracts and ensure they are included in all sub-contracts, including the third-tier?

16. Does your agency monitor DBEs compliance on its contract agreements? If so, where is this documented? If a DBE is not performing, what corrective actions or steps are taken? Who is notified of non-compliance?

17. Would your agency like Title VI training or other Civil Rights technical assistance from NJTPA?

18. Please list each attachment provided with the assessment.

**Thank You!**

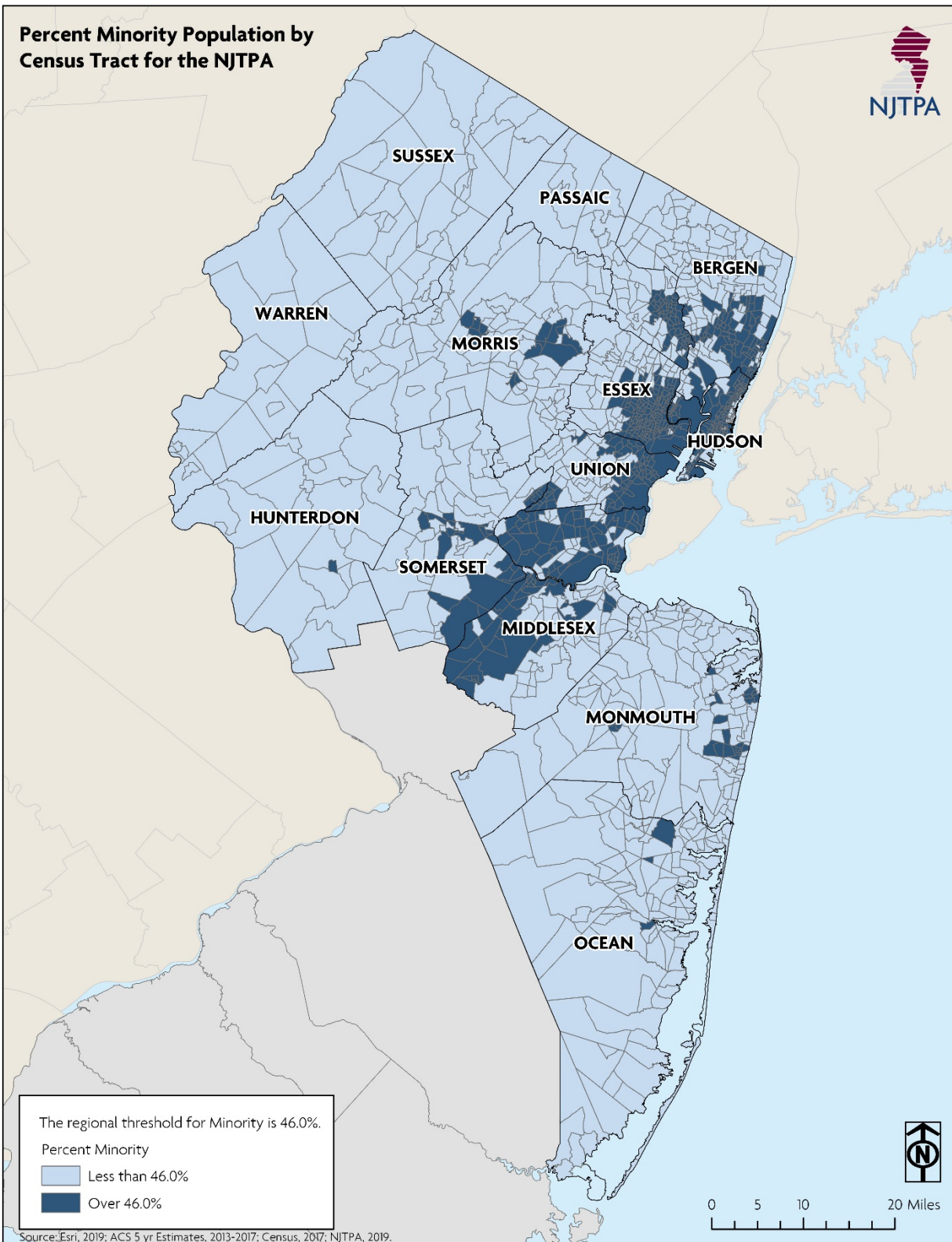
## Exhibit A

### § 26.13 What assurances must recipients and contractors make?

Each financial assistance agreement you sign with the NJTPA must include the following assurance: see website for more information on procurement guidelines <https://www.njtpa.org/Get-Involved/RFPs/RFP-RFQ/Procurement-Guidance.aspx>.

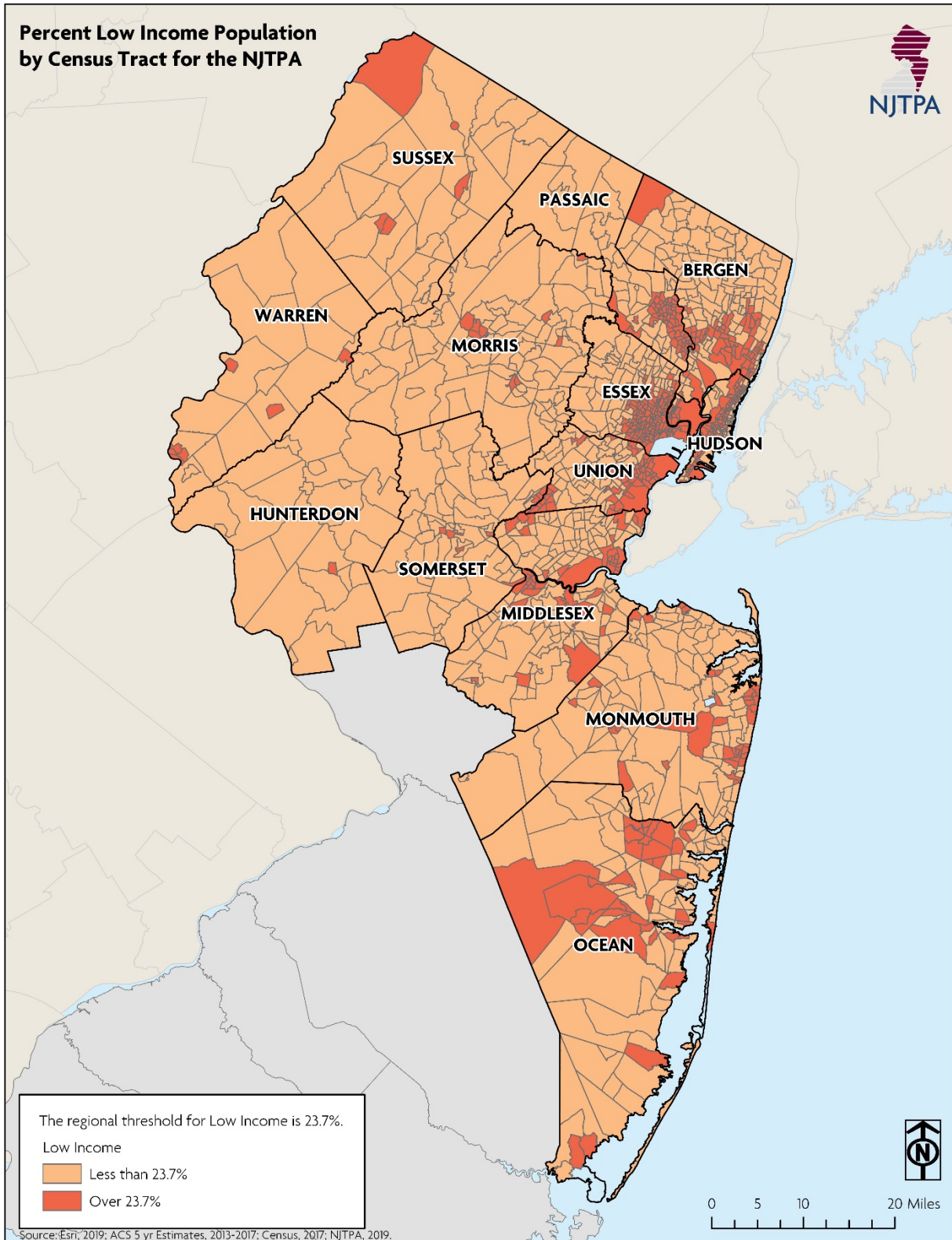
- (A) By executing this Subcontract, SUBCONTRACTOR hereby agrees during the performance of this Subcontract it is subject to and will comply with USDOT Order 1050.2A, USDOT Standard Title VI/Non-Discrimination Assurances, attached hereto as Exhibit X; and shall notify each potential subcontractor or supplier of the contractor's obligations under this Subcontract and the Acts and the Regulations relative to Non-discrimination on the grounds of race, color, or national origin.
- (B) The SUBCONTRACTOR and its subcontractors, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252, 42 U.S.C. §§ 2000d to 2000d-4) and 49 CFR Part 26, shall not discriminate on the basis of race, color, national origin or sex in the award and performance of USDOT-assisted contracts. The SUBCONTRACTOR will affirmatively ensure that Disadvantaged Business Enterprises (DBE), as defined in 49 CFR Part 26, and Emerging Small Business Enterprises (ESBE), as defined by the New Jersey Department of Transportation (NJDOT), will be afforded full and fair opportunity to submit proposals in response to solicitations, will not be discriminated against on the grounds of race, color, or national origin in consideration for an award, and shall have the maximum opportunity to participate in the performance of contracts and subcontracts financed in whole or in part with Federal funds provided under this Agreement. For this agreement, the DBE/ESBE goal, as previously established, shall be (XX.XX%). Should SUBCONTRACTOR be unable to achieve this goal, a request, in writing must be provided to the CONTRACTOR for a waiver. At this time, the CONTRACTOR will provide a determination. Failure to meet this goal, or obtain a waiver from the CONTRACTOR, may result in lack of reimbursement to SUBCONTRACTOR.

## Appendix H: Demographic Profile and TIP Maps



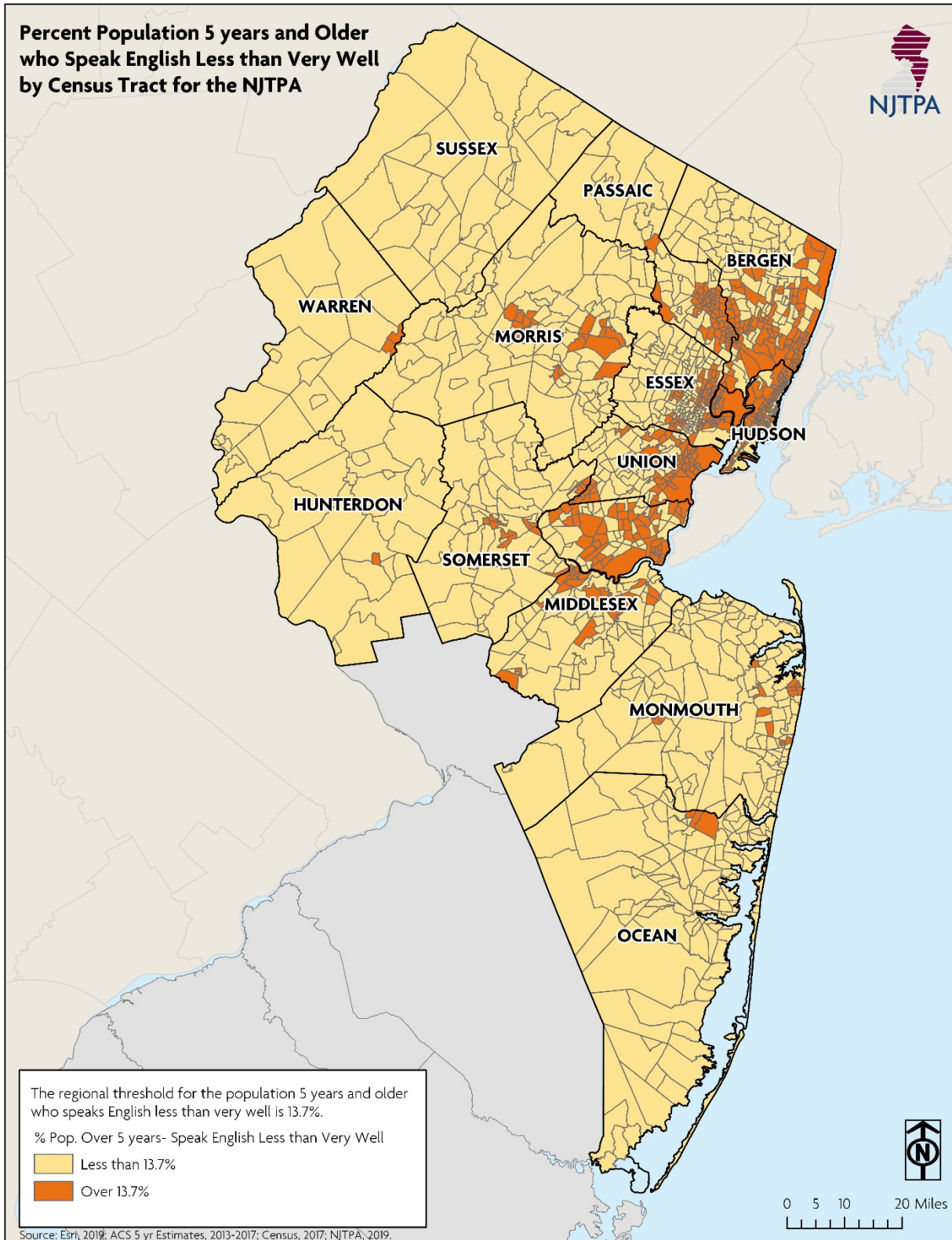


**Percent Low Income Population  
by Census Tract for the NJTPA**

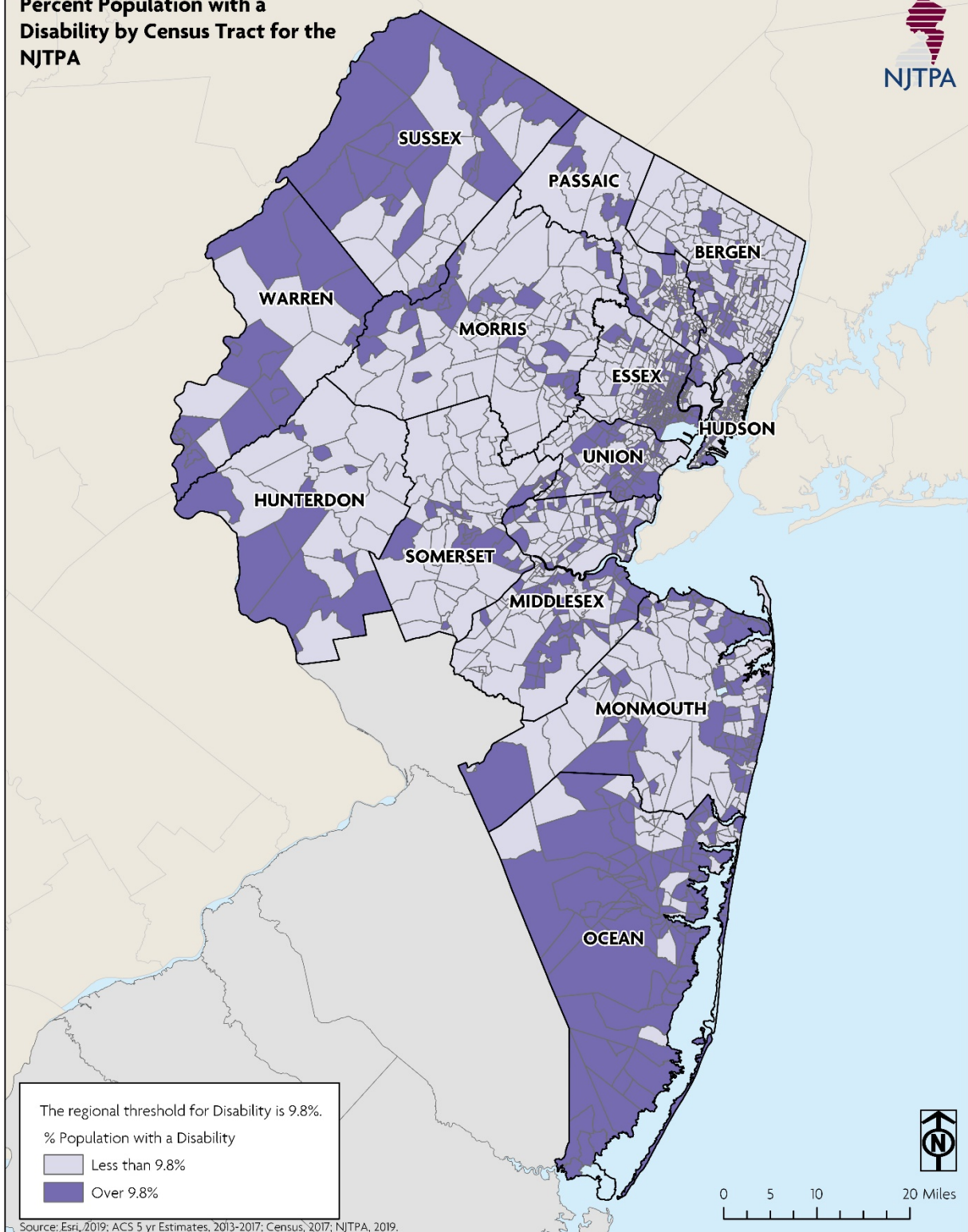




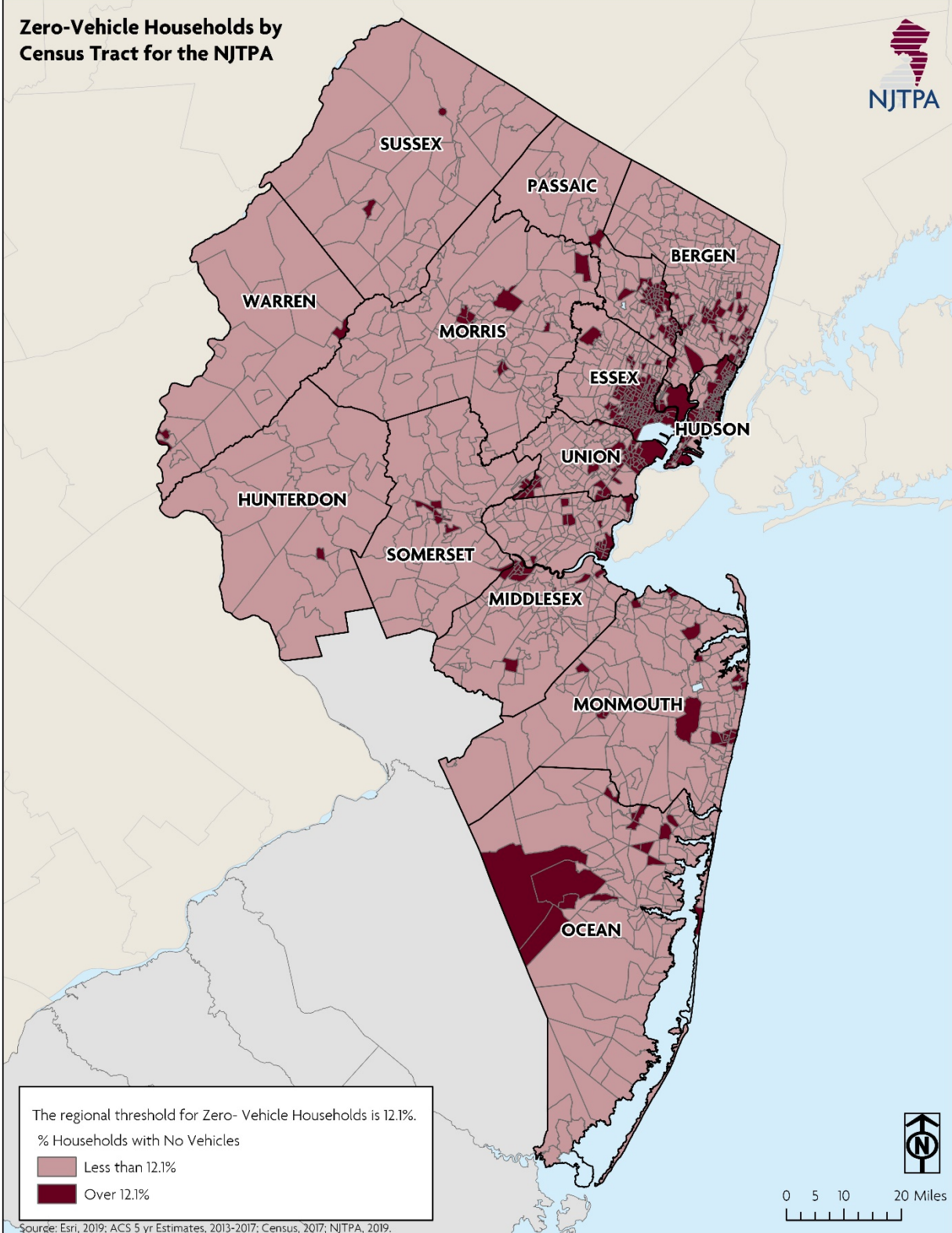
**Percent Population 5 years and Older  
who Speak English Less than Very Well  
by Census Tract for the NJTPA**



**Percent Population with a  
Disability by Census Tract for the  
NJTPA**

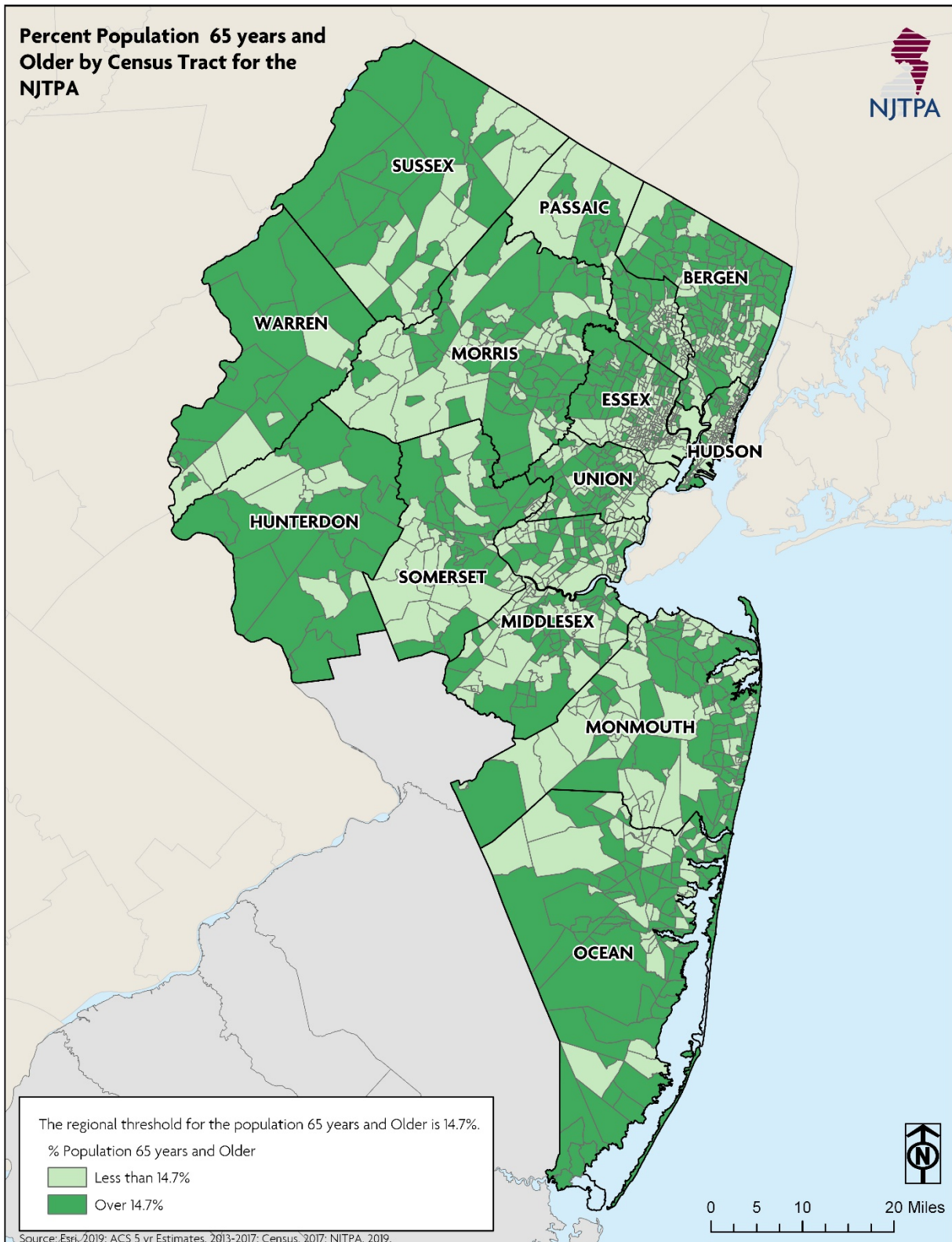


# Zero-Vehicle Households by Census Tract for the NJTPA

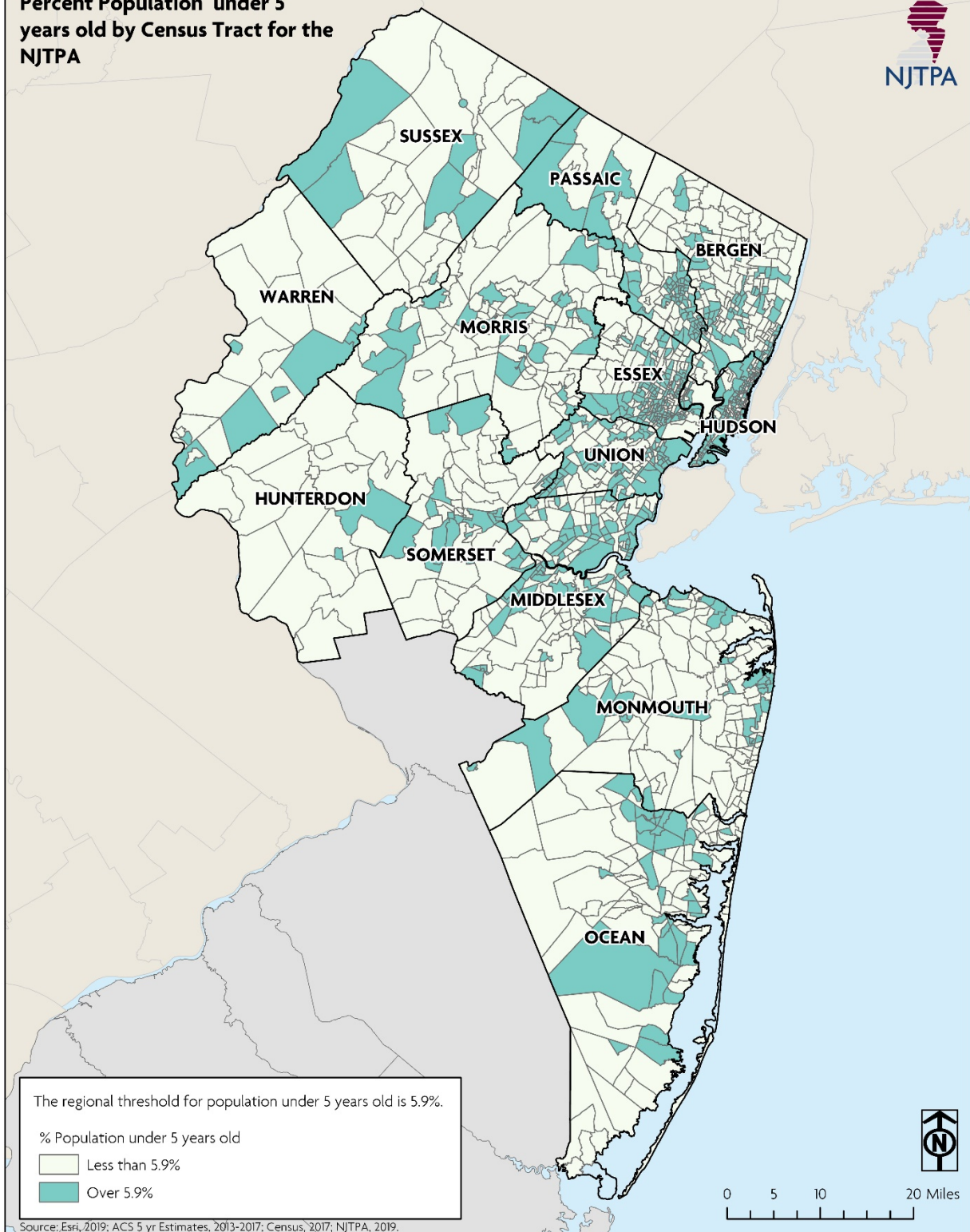




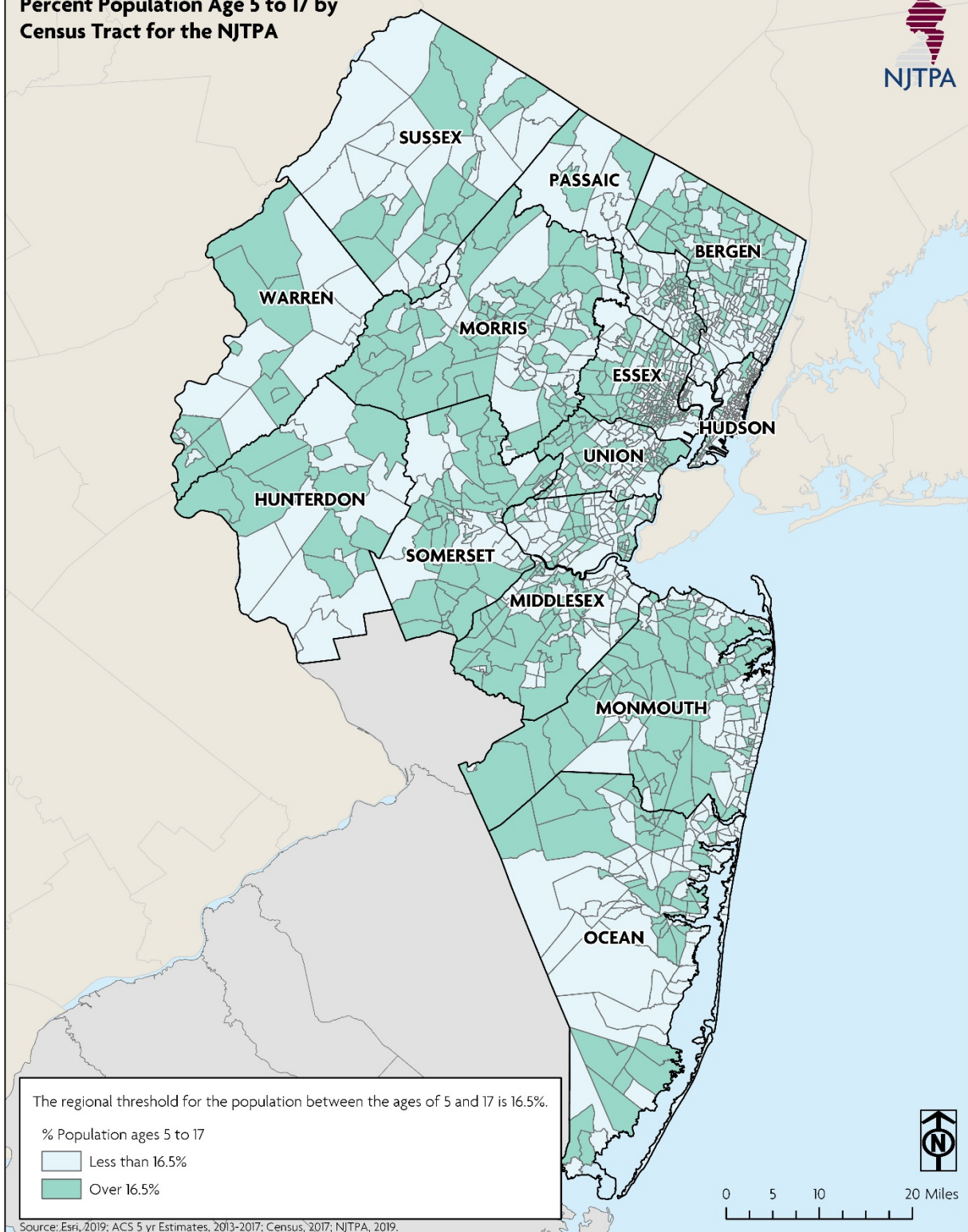
**Percent Population 65 years and Older by Census Tract for the NJTPA**



**Percent Population under 5 years old by Census Tract for the NJTPA**

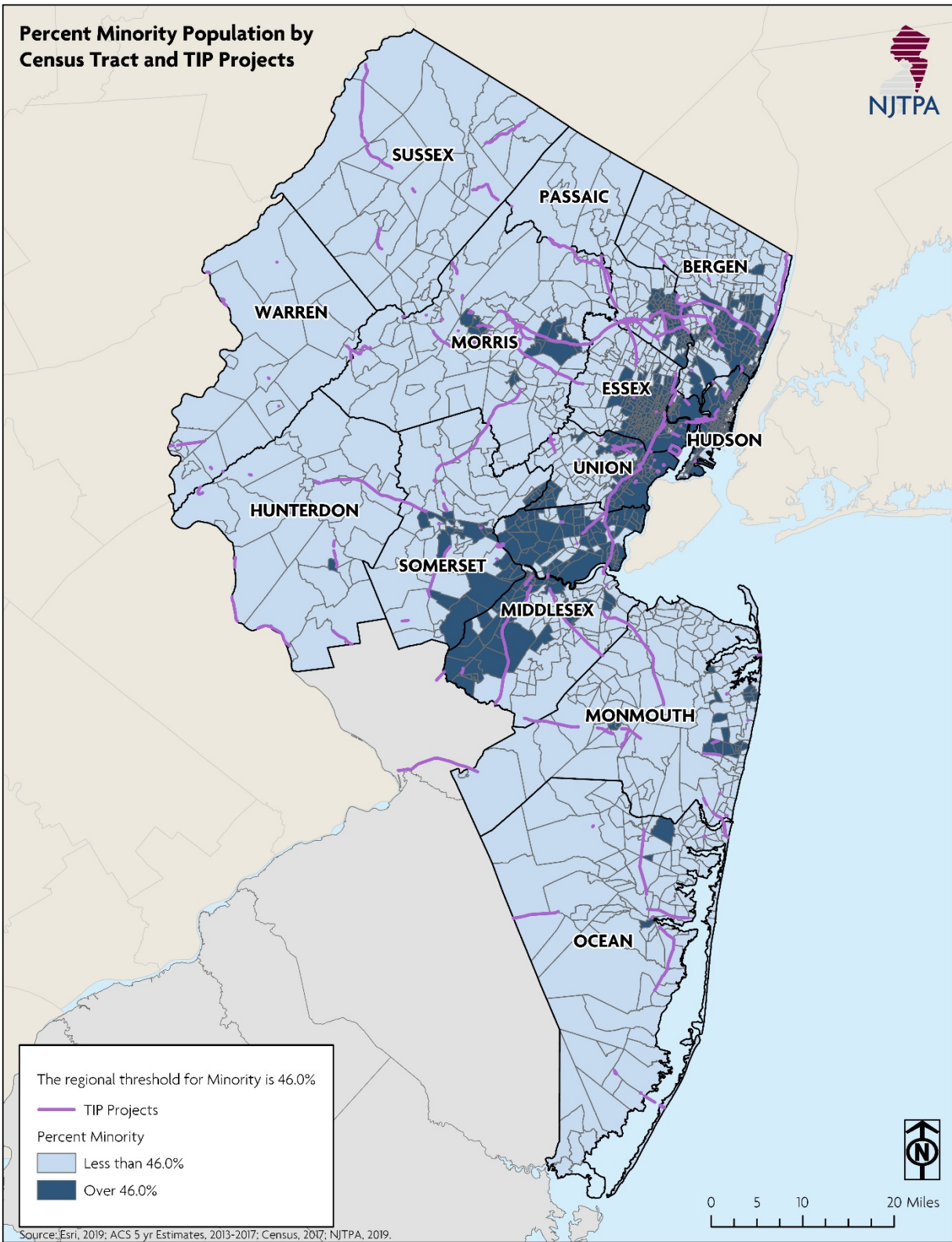


**Percent Population Age 5 to 17 by  
Census Tract for the NJTPA**





# Percent Minority Population by Census Tract and TIP Projects







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

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

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

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

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

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

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

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

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

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

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

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

**WHEREAS**, the FHWA metropolitan planning rule also requires that MPO TIPs “shall include, to the maximum extent practicable, a description of the anticipated effect of the TIP toward achieving the performance targets”; and

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

**NOW, THEREFORE, BE IT RESOLVED**, that the NJTPA hereby supports the NJ TRANSIT targets for the safety of their transit system; and

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

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

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

## Summary of Action

### Support for Public Transit Agency Safety Plan Targets Set by the New Jersey Transit Corporation

**Action:** Support for targets for six sets of national performance measures for transit safety, set by the New Jersey Transit Corporation (NJ TRANSIT). The NJTPA will plan and program projects that will help NJ TRANSIT meet its targets. The NJTPA will add language to the TIP discussing these measures and targets, and the anticipated effect of the TIP toward target achievement.

**Background:** In 2018, the Federal Transit Administration (FTA) published the Public Transportation Agency Safety Plan (PTASP) Rule, requiring public transportation providers to develop a new safety plan, referred to as the PTASP. Each agency must establish a Safety Management System (SMS), which is the data-driven process to proactively manage public transportation system risks. The SMS is intended to change the safety culture to reduce safety-related events by making safety everyone's responsibility, empowering employees to play a role in safety, and encouraging employees and contractors to report safety concerns to senior management.

The PTASP rule initially required transit agencies to complete an initial plan by July 20, 2020. However, in light of the extraordinary operational challenges presented by the COVID-19 public health emergency, FTA effectively extended the PTASP compliance deadline to December 31, 2020.

The six sets of PTASP performance measures are listed below.

- *Fatalities*
  - The total number of fatalities reported to the National Transit Database (NTD), by mode.
  - The rate of fatalities, per revenue vehicle mile (RVM), by mode.
- *Injuries*
  - The total number of injuries reported to the NTD, by mode.
  - The rate of injuries, per RVM, by mode.
- *Collision Events*
  - The total number of collision events reported to the NTD, by mode.
  - The rate of collision events, per RVM, by mode.
- *Employee Injuries*
  - The total number of employee injuries reported to the NTD, by mode.
  - The rate of employee injuries, either per RVM (for the light rail systems), or per 200,000 hours (for the bus operations), by mode.
- *Fire Events*
  - The total number of fire events reported to the NTD, by mode.
  - The rate of fire events, per RVM, by mode.
- *System Reliability*
  - The mean distance between major service failures, by mode.

The first five sets of performance measures (fatalities, injuries, collisions, employee injuries, and fires) relate to “reportable events” as defined by FTA (in the *NTD Safety and Security Reporting Manual*). These measures include any events (either planned or unplanned) occurring on a transit right-of-way, in a transit revenue facility, in a transit maintenance facility, or involving a transit revenue vehicle that meets NTD reporting thresholds provided below. (Occupational safety events occurring in administrative buildings are excluded from NTD reportable events.)

- Fatalities involving passengers, others (people waiting or leaving), transit vehicle operators, bicyclists, pedestrians, and occupants of other vehicles.
- Injuries requiring transportation away from the scene for medical attention.
- Substantial property damage.
- Towaways of any motor vehicle.
- Smoke, fire evacuations for life safety reasons, fire (suppression).

The “rates” for the first five sets of performance measures are per vehicle revenue mile, except for the rate of employee injuries for the NJ TRANSIT bus system, which is reported per 200,000 hours worked (an OSHA standard representing the number of hours that 100 employees working 40 hours a week for 50 weeks would accumulate).

The last performance measure (system reliability) is measured as the average distance between major mechanical failures that inhibit vehicle movement or prevent the start or completion of a scheduled revenue trip due to safety concerns. Examples of factors and/or components impacting system reliability include: tires, brakes, doors, engine/transmission, cooling systems, steering, axles, and suspension.

NJ TRANSIT has oversight of four PTASPs—one for the NJ TRANSIT bus operations (systemwide), and one for each of the three NJ TRANSIT light rail operations: Newark Light Rail, Hudson Bergen Light Rail, and River Line. The PTASPs contain targets for each of the performance measures described above. Targets have thus been identified for four systems within two different transit modes:

**Non-Rail Mode**

- 1) Systemwide bus operations

**Rail Modes**

- 2) Newark Light Rail
- 3) Hudson Bergen Light Rail
- 4) River Line.

Because the River Line is not located within the NJTPA planning region, targets for that system are not included in this action.

PTASPs are not required for the NJ TRANSIT commuter rail system and the Port Authority of New York & New Jersey’s Port Authority Trans Hudson (PATH) rail system. Those systems are regulated by the Federal Rail Authority (FRA) and not by FTA. FRA requires different safety planning and monitoring procedures, and USDOT regulations do not require MPOs to be involved in that planning. However, NJ TRANSIT has indicated that it will share the FRA

System Safety Program (SSP) Plan with the NJTPA, once the FRA has reviewed and approved it (likely to be some time in 2021).

USDOT's statewide and nonmetropolitan and metropolitan transportation rule further required that MPOs develop targets for the PTASP performance measures, coordinating with the transit agencies. The rule provides MPOs with two options for setting targets: 1) agreeing to plan and program investments in support of transit agencies' targets, or 2) setting their own quantifiable targets for the MPO planning region. Based on NJTPA's coordination with NJ TRANSIT, this NJTPA action takes the first option (agreeing to plan and program investments in support of the NJ TRANSIT's targets). These targets are to support agency performance-based planning and programming and to be included in documents such as the Long Range Transportation Plan and Transportation Improvement Program. The short-term targets will serve as useful benchmarks toward achieving longer-term agency goals.

Targets established by NJ TRANSIT for the various performance measures are found below. The bus safety targets were developed by taking the average for the performance measure values from calendar years 2017, 2018, and 2019. The light rail system targets were set at the performance measure values from calendar year 2019. Note that these are short-term targets; NJ TRANSIT's long-term goal is to reduce all of these performance measures to zero.

**Fatalities:** Total number and rate per million vehicle revenue miles (MVRM)

<i><b>System</b></i>	<i><b>Total Number</b></i>	<i><b>Rate (per MVRM)</b></i>
Newark Light Rail	0	0.00
Hudson Bergen Light Rail	2	0.96
NJT Bus Operations	4	0.055

**Injuries:** Total number and rate per million vehicle revenue miles (MVRM)

<i><b>System</b></i>	<i><b>Total Number</b></i>	<i><b>Rate (per MVRM)</b></i>
Newark Light Rail	8	15.98
Hudson Bergen Light Rail	5	2.40
NJT Bus Operations	244	3.35

**Collision Events:** Total number and rate per million vehicle revenue miles (MVRM)

<i><b>System</b></i>	<i><b>Total Number</b></i>	<i><b>Rate (per MVRM)</b></i>
Newark Light Rail	6	11.91
Hudson Bergen Light Rail	7	3.36
NJT Bus Operations	264	3.63

**Employee Injuries:** Total number and rate

<i><b>System</b></i>	<i><b>Total Number</b></i>	<i><b>Rate</b></i>
Newark Light Rail	9	17.87 per MVRM
Hudson Bergen Light Rail	1	0.48 per MVRM

NJT Bus Operations	423	7.99 per 200K hrs.
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**Fire Events:** Total number and rate per million vehicle revenue miles (MVRM)

<i><b>System</b></i>	<i><b>Total Number</b></i>	<i><b>Rate (per MVRM)</b></i>
Newark Light Rail	8	15.89
Hudson Bergen Light Rail	1	0.48
NJT Bus Operations	12	0.16

**System Reliability:** Mean distance between major service failures

<i><b>System</b></i>	<i><b>Distance</b></i>
Newark Light Rail	5,408 miles
Hudson Bergen Light Rail	26,461 miles
NJT Bus Operations	135.45 million miles

**Justification for Action:** In order to comply with federal regulations, the NJTPA is required to either support NJ TRANSIT's targets for these performance measures or establish quantitative targets for its region. These targets were developed by NJ TRANSIT, coordinating with the NJTPA. This is the first time that these specific performance measures have been explored. The targets were developed by examining various data sources and trends, considering established agency policies. Given these factors, it is appropriate for the NJTPA to support NJ TRANSIT's targets by agreeing to plan and program projects that help to meet those targets. Following this Board action, NJTPA staff will work to develop text for the current TIP that discusses these measures and targets, and how the TIP helps to meet the established targets.

**Staff Recommendation:** Central Staff recommends approval of this action.