



## ANGEL G. ESTRADA, CHAIR

### Board Meeting Minutes

March 11, 2019

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#### A. Open Public Meetings Act Compliance

Chairman Angel Estrada, Freeholder, Union County called the meeting to order at 10:00 a.m. Beverly Morris reported that, in accordance with the Open Public Meetings Act, Chapter 231, P.L.1975, adequate notice of this meeting had been forwarded to the *Star Ledger*, the *Asbury Park Press*, the *Courier News*, the *Daily Record*, the *Home News Tribune*, the *Jersey Journal*, *New Jersey Herald*, and *The Record*. It was posted in the Essex County Hall of Records, Newark, New Jersey, and on the bulletin board of the Lieutenant Governor, Trenton, New Jersey.

#### B. Salute to the Flag

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

#### C. Roll Call

Following the salute to the flag, Beverly Morris called the roll. Seventeen voting members were present. (Attachment 1).

#### D. Approval of Minutes

A motion to approve the minutes of the January 14, 2019 meeting was made by Hunterdon County, seconded by Passaic County and carried unanimously.

#### E. Chairman's Remarks

Chairman Estrada said that the Regional Plan Association (RPA) issued a report in February on the economic consequences, for the state and the nation, of a shutdown of the Hudson River rail tunnels. He said the findings illustrate why New Jersey and New York must work together to secure federal funding to keep the Gateway Program moving. He noted that New Jersey and New York legislation will create the Gateway Development Commission, which will be empowered to receive federal money, issue bonds, enter into agreements, and do what is necessary to implement the program.

The Chairman said Congress is increasingly recognizing the national importance of the issue, with support expressed for Gateway from key congressional members from other areas of the country.

Chairman Estrada said New Jersey has issued \$600 million in bonds through the State Economic Development Authority for the Portal Bridge project, and it is hoped that this and other commitments from New Jersey and New York will lead to the Federal Transit Administration upgrading the ratings for the tunnel and Portal Bridge projects.

The Chairman said North Jersey is fortunate to have strong representation in Congress, and the delegation has expressed strong support for the Gateway Program. Three members serve on the House Transportation and Infrastructure Committee—Congressmen Sires, Payne and Malinowski—and all three sit on the subcommittee on railroads, which has jurisdiction over Amtrak. Chairman Estrada said this should help New Jersey make its case for funding Gateway and moving it forward. He urged all to reach out to their representatives and advocate for the Gateway program.

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

NJTPA Executive Director Mary D. Ameen reported on recent Central Staff activities. She said staff is already working on the next update of the NJTPA long-range plan, which the Board must adopt by fall 2021. This plan update is a central part of the Fiscal Year 2020 Unified Planning Work Program (UPWP) which the Board would be asked to approve later in the meeting. It guides the work of the NJTPA Central Staff, subregions and Transportation Management Associations. Ms. Ameen pointed out that public outreach activities for the updated plan included in the UPWP will build upon the successful and innovative outreach efforts undertaken for the current regional plan, Plan 2045, which received national recognition.

Ms. Ameen noted that the latest issue of the NJTPA’s *InTransition* magazine features articles on “Reaching the People” and highlights the NJTPA’s innovative efforts as well as those of other MPOs and transportation providers around the country.

Ms. Ameen said that Rutgers Voorhees Center recently provided training to Central Staff on outreach techniques and the requirements of the NJTPA Public Engagement Plan, placing the agency in a good position to engage with the public for the next regional plan.

Ms. Ameen noted that the long-range plan update will also be the first to fully reflect the performance measures the Board has adopted over the past year to meet new federal requirements for performance-based planning. She said the Board will be asked to support performance measure targets for the condition of transit assets within the region at its May meeting. The targets have been under development in cooperation with NJ TRANSIT and the Port Authority of New York & New Jersey (PANYNJ) and will reflect efforts to maintain and improve regional transit.

Ms. Ameen said NJTPA subregions will continue a variety of important planning work at the local level during FY 2020, including five new subregional studies:

- An Assessment of Ferry Service Expansion in Hudson County;
- Tourism and Event Travel Demand Management in Monmouth County;
- A Roadway Corridor Safety Analysis Study in Somerset County;
- A Truck Mobility Study in Union County; and
- Warren County's Transportation Plan.

Ms. Ameen said the state's eight Transportation Management Associations (TMAs) will continue their vital work during FY 2020 in supporting transit use, ridesharing, employer shuttles, and other mobility services.

Ms. Ameen said the FY 2020 UPWP will continue and expand upon the NJTPA's many successful planning initiatives and programs, such as Planning for Emerging Centers, resiliency planning, alternative fuels support, technical assistance for local capital projects, coordination with the Together North Jersey program, and more.

Ms. Ameen said the NJTPA Street Smart Pedestrian Safety campaign is in the midst of a branding and messaging makeover. Colorful new posters and other materials will be rolled out in time for spring and summer campaigns around the region.

Ms. Ameen reported also that the NJTPA recently conducted an Air Quality Conformity analysis in response to new USEPA standards for Ozone, and a public comment period on that report is underway through March 22.

Ms. Ameen said the NJTPA is following up on its Morris Canal Greenway study, completed last fall, by working with the Morris Canal Working Group, which met in March. She thanked Morris County Freeholder Kathy DeFillippo for attending the meeting and her continued involvement in this effort.

Ms. Ameen announced a few upcoming meetings.

- March 19 – the NJTPA will hold its fifth annual Tech Tools for Planning Expo.
- March 26 – the NJTPA will host a local safety peer exchange sponsored by NJDOT and the Federal Highway Administration.
- April 3 – a Community Disaster Emergency Supplies Procurement and Delivery Tabletop Simulation will be held at NJTPA.
- April 16 to 18 – the annual TransAction conference will be held in Atlantic City, and NJTPA Board members and staff will participate in the event.

She also noted that an updated Board member handbook was being distributed that day, and is also available on the NJTPA website.

## **G. Presentation**

Tom Wright, President, RPA said that organization's 2017 Fourth Regional Plan shows key issues that need to be addressed in the tri-state metropolitan region. Mr. Wright said that, although the region has made enormous strides, opportunities are limited for too many people; there is a rising crisis of affordability for many; the suburbs are falling behind; the region is increasingly vulnerable to natural disasters; and government institutions are "failing to make the hard decisions" the region needs. He stressed the importance of making investments aimed at releasing the region's potential for inclusive and sustainable economic growth, pointing out that New Jersey's New York-bound commuters bring wealth back to their communities,

In February, the RPA issued a report of its research into the potential consequences of a shutdown of the Hudson River tunnels ("A Preventable Crisis: The Economic and Human Costs of a Hudson River Rail Tunnel Shutdown"). Mr. Wright said, analyzing a "best case" scenario of a planned four-year shutdown of one tunnel at a time for two years each, the RPA model indicates that about 29,000 of the existing number of train commuters in peak hours would be able take a train from New Jersey to New York; 38,000 could not. Mr. Wright said the disruption would impose a \$22 billion economic cost in terms of state and local tax revenues, commercial and residential property values and freight movement. He said the resulting increase in cars on the road will take a toll on safety and health in the region. In short, he said, an unplanned shutdown would be "devastating."

A wide-ranging Q&A session ensued: Jamie LeFrak, LeFrak, asked if Mr. Wright had any thoughts on how the cost of massive trans-Hudson infrastructure capital investments should best be allocated between New York and New Jersey. He also asked if RPA has less costly ideas for delivering New Jersey residents to commercial destinations within New Jersey. Mr. Wright said the trans-Hudson system is part of a symbiotic relationship between the two states, and one RPA goal is to foster more job growth centers outside New York City.

Freeholder John Bartlett, Passaic County, asked about increasing redundancy while a tunnel is shut down for repair. Mr. Wright said the RPA looks at all modes and is supportive of the PANYNJ investments in PATH. He said the RPA advocates a new rail yard at Newark Airport and increased bus system capacity that includes a second bus terminal in New York City. He said nothing will replace NJ TRANSIT and Amtrak service across the Hudson River, but building a new tunnel will double capacity and increase the number of New Jersey residents able to commute to New York within 50 minutes.

Freeholder Matt Holt, Hunterdon County said that, while the tunnel system is critical, expansion of the commuter rail system to areas of New Jersey without adequate mass transit must be part of any truly regional plan.

Jeremy Colangelo-Bryan, NJ TRANSIT, said the agency has always advocated rail and bus capital expansion in New Jersey and has worked towards that over the years. He noted that NJ TRANSIT access to capital is very limited and the agency does not receive the economic benefits of trans-Hudson infrastructure investments. Mr. Wright pointed out that there is not a

feedback mechanism in place that allows capital investments that generate prosperity to flow back to NJ TRANSIT.

In answer to more questions, Mr. Wright said the RPA would like to see the decline in suburban growth addressed through capital investments in New Jersey cities, increased affordable housing and policies that protect coastal areas. He noted the RPA is optimistic about ride sharing technologies that serve to move more people to mass transit systems more efficiently.

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

### **Executive Committee – Freeholder Angel G. Estrada, Chair**

Chairman Estrada, said recent legislation expands the NJ TRANSIT Board membership and calls on the NJTPA to recommend a candidate to the Governor. The NJTPA Executive Committee received the qualifications of Richard A. Maroko of Montclair, who expressed interest in serving on the NJ TRANSIT board and is a regular commuter to New York on the transit network. In speaking with him, the Committee found him to be enthusiastic about the opportunity to serve and to have a regional perspective about trans-Hudson issues.

#### **Action Item 1: Recommendation to the Governor that Richard A. Maroko be Appointed to the Board of NJ TRANSIT (Attachment 2)**

A motion to approve the resolution was made by Citizens' Representative, seconded by Morris County and carried with 15 affirmative votes. NJ TRANSIT abstained, and Freeholder John Bartlett, Passaic County, recused himself.

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

Freeholder DeFillippo said that the Committee recommended approval of three action items at the February joint meeting. The first involved a set of minor amendments to the current Transportation Improvement Program (TIP), which was requested by NJDOT. The amendments add federal funds to the Route 22 Bridge over Echo Lake Project in Union County, and the Route 33 Business Bridge over Conrail Freehold Secondary Branch in Monmouth County. NJDOT is including these projects in a package of federally funded work that is going out for solicitation. The amendments will replace state funds with \$1.7 million in federal funds in 2019 and \$2.5 million in 2021. The funds are available from prior year unobligated funds.

The Freeholder said the Committee also approved two series of TIP modifications, and no further action is needed. The first adds \$5.5 million in federal funds to the Route 34 County Route 537 to Washington Avenue Project in Monmouth and Middlesex counties. This funding, will cover Preliminary Engineering work in federal Fiscal Year 2019 and is available from prior year unobligated balances. The next series of modifications adds \$41.44 million in federal funding in 2019 to advance the construction phase of five pavement preservation projects. The additional funding will come from six delayed projects in the NJTPA region and unobligated prior year funds. The Freeholder noted that, Ocean County Freeholder Virginia Haines made a statement for the record objecting to the delay of the Route 9, Indian Head Road to Central

Avenue/Hurley Avenue, Pavement project. Funding for Construction is being reduced from \$39 million to \$36.7 million and reprogrammed from Fiscal Year 2021 to Fiscal Year 2022. In her statement, the Freeholder pointed out that further delays in necessary upgrades to the Route 9 corridor between Lakewood and Toms River will exacerbate congestion and other problems on the roadway, especially in light of anticipated population growth in Lakewood.

Freeholder DeFillippo said the Committee also approved the federally-required annual financial plan updates for two projects, and no further action is needed. First, the updated financial plan for the Route 72, Manahawkin Bay Bridges Project reflects an \$8.1 million increase in the total project cost to \$319.6 million, mainly due to increased utility relocations and the results of updated cost estimates. The project is expected to be completed by April 2020. Next, the updated plan for the Route 206 Project in Somerset County reflects an \$893,000 increase in the total project cost to \$439.3 million, mainly due to updated cost estimates.

Freeholder DeFillippo said, also at the meeting, NJTPA staff reported on the development of the FY 2020 TIP, which started with the Project Pool – the unconstrained list of projects eligible for entry into the TIP. The Project Pool includes 394 NJDOT projects and programs. After receiving this information from NJDOT, Central Staff scored the new projects in the pool—18 highway projects and 19 bridge projects. Scores were then distributed to the RTAC for a challenge round, and the scored projects plus a constrained list of local projects were presented to NJDOT in January. Central Staff hopes to receive a constrained Transportation Capital Program from NJDOT by the end of March, and they will provide an analysis to subregions shortly thereafter. The finalized list of funded projects will then become the basis for compiling the TIP, which the Board must approve in the fall.

**Action Item 2: Minor Amendments to the FY 2018-2021 TIP as Requested by NJDOT to Add Federal Funds to the Route 22 Bridge over Echo Lake Project in Union County and the Route 33 Business, Bridge over Conrail Freehold Secondary Branch Project in Monmouth County (Attachment 3)**

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

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

Freeholder Bartlett said, at the February joint meeting, the Committee recommended approval of the FY 2020 UPWP, which outlines all regional transportation planning and related work being done by Central Staff, the subregions, and the TMAs during the upcoming state fiscal year, which begins July 1. He said drafts of the UPWP and budget were distributed to the Board, RTAC, NJDOT, NJ TRANSIT, and the federal partners in December for review and comment.

The Freeholder noted that NJDOT commended the NJTPA, the subregional partners and the TMAs for incorporating federal and state emphasis areas throughout the work program. Also, NJDOT commended Jersey City, and Somerset and Warren counties for addressing needs involving electric vehicles and charging stations in their upcoming work.

Freeholder Bartlett noted that there have been some changes to the UPWP since the initial draft. In particular, the Local Capital Project Delivery Program consultant support budget has been increased by \$1.3 million to allow active local concept development studies to continue from prior year solicitations. Also, end dates for new and continuing projects are now included.

Also at the February joint meeting, the Freeholder said, Central Staff updated the Committee on the activities of Together North Jersey (TNJ), which continues to advance strategies and actions from the 2015 regional sustainability plan. This includes providing technical assistance and conducting training activities through the TNJ Training Institute, coordinated by the NJTPA and the Voorhees Transportation Center at Rutgers. In January, the Training Institute held a well-attended workshop on Creating Great Shuttles, and in February, another workshop showcased Green Infrastructure projects in Hoboken, Newark, New York City, and Philadelphia. Materials from both workshops are available on the Together North Jersey website.

### **Action Item 3: Approval of the FY 2020 Unified Planning Work Program (Attachment 4)**

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

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

Freeholder Kenny said the February meeting focused on port and marine highway trends and developments. First, Dan Pastore of the PANYNJ, informed the Committee that 2018 saw a seven percent increase in container traffic at the port for the second consecutive year, with a record of nearly 7.2 million twenty-foot equivalent units (TEUs) moving through the area. While rail movement of this cargo increased 13.8 percent last year, most containers handled at the port move by truck to and from industrial and distribution facilities in New Jersey. Furniture is the leading import, with building supplies and beverages also among the top imported products. The ongoing shift to the use of larger vessels—and the increased clearance at the Bayonne Bridge to accommodate those ships—underpins much of the growth in volume at the port. Mr. Pastore also noted that the import-to-export ratio has become more balanced. So, overall, the port is doing extremely well and has been able to handle the much larger vessels.

The Freeholder said Bethann Rooney, PANYNJ, briefed the committee on short sea shipping initiatives, which involve the domestic movement of cargo on U.S. waterways, also known as marine highways. The North Atlantic Marine Highway Alliance was formed last fall, and this group of port authorities, marine terminal operators, and service providers are working collaboratively to develop and expand regional barge services at ports in the North Atlantic between Maine and Virginia. Ms. Rooney said the group identified nine potential route pairings to focus on initially, and the Red Hook Container Terminal-to-Port Newark Container Terminal route is considered one of the most viable. She said there are challenges to overcome, including the Harbor Maintenance Tax application to such services, scheduling, permitting, achieving enough cargo density to support sustainability, and skepticism on the part of some carriers. The group will be using Maritime Administration grant funds that were awarded to the New York City Economic Development Corporation to develop a final action plan. Ms. Rooney said that

the Alliance is focusing only on non-subsidized services in order to make these services more sustainable.

Freeholder Kenny said the Committee was informed that Governor Murphy has approved the 2019 Freight Rail Assistance Program, and NJDOT is working to advance projects identified in the New Jersey Comprehensive Statewide Freight Plan. NJDOT also stands ready to assist with projects identified in the NJTPA's Freight Rail Industrial Opportunities (FRIO) study, as well as helping advance projects in the Freight Concept Development program. The Committee also heard from the PANYNJ that the upper roadway of the Bayonne Bridge, which now has two 12-foot lanes with shoulders in each direction, was completed in February. This spring will see the completion of all ramp work on the Bayonne and Staten Island sides, as well as a bicycle/pedestrian path.

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

Freeholder Holt said there has been a good deal of activity in Congress related to transportation and infrastructure policy, including a lot of discussion about the importance of the Hudson River tunnels, the Portal Bridge, and the overall Gateway Program.

The Freeholder reported that both houses of Congress are already talking about reauthorization of the FAST Act, which expires in the fall of 2020. He said that, speaking at a Washington briefing hosted by the American Association of Highway and Transportation Officials, House Transportation & Infrastructure (T&I) Committee Chairman Peter DeFazio said his committee wants to get reauthorization done in advance of the expiration. DeFazio and others have also indicated that there may be another infrastructure bill coming out of the House Ways & Means Committee and it would likely come without the sorts of major policy changes that might accompany reauthorization.

Freeholder Holt noted that recent House T&I hearings have included discussions about the need to find new revenue sources for transportation, and several members have expressed support for a federal fuel tax increase, while others are promoting the need to shift to a vehicle miles traveled (VMT) tax. He said the U.S. Department of Transportation recently issued grants to several states to pilot VMT taxes similar to what was previously done on a trial basis in Oregon.

The Freeholder noted that that staff continues to reach out to members of Congress regarding NJTPA-related activities and stands ready to assist the delegation with any requests for information or guidance.

Chairman Estrada announced that the Raritan Valley Rail Coalition, a rail advocacy group representing 1.7 million residents in four counties along the Raritan Valley rail line will sponsor a free public presentation by Gateway Development Corporation Chair, Jerry Zaro on March 26 at the Cranford Community Center, in Union County.

### **J) Public Participation**

There were no comments from the public.

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

Chairman Estrada announced that the next meeting of the NJTPA will be held on Monday, May 13, 2019 at 10:00 a.m., at the NJTPA offices at One Newark Center, Newark, NJ.

**L) Adjournment**

At 11:35 a.m., motion to adjourn was made by Middlesex County, seconded by Passaic County and carried unanimously.

## Attachment 1

**NORTH JERSEY TRANSPORTATION PLANNING AUTHORITY, INC.**  
**Meeting of the Board of Trustees**  
**Attendance Record: March 11, 2019**

<b>Subregion/Agency</b>	<b>Voting Members/Alternates</b>	<b>Staff &amp; Others</b>
Bergen County		Joseph Baladi
Essex County	David Antonio	
Hudson County	Byron Nicholas	
Hunterdon County	Hon. Matthew Holt	
Jersey City	Barkha Patel	Elias Guseman
Middlesex County	Hon. Charles Kenny	George Ververides Tony Gambilonghi
Monmouth County	Teri O'Connor	
Morris County	Hon. Kathy DeFillippo Gerald Rohsler	
Newark	Phillip Scott	
Ocean County		
Passaic County	Hon. John Bartlett	Michael Lysicatos
Somerset County		Ken Wedeen
Sussex County	Tom Drabic	
Union County	Hon. Angel Estrada	Liza Betz John Witsch
Warren County	Dave Dech	
Governor's Office	Lauren LaRusso	
NJDOT	Mike Russo	
NJ TRANSIT	Jeremy Colangelo-Bryan	
Port Authority of NY & NJ	Steve Brown	
Citizen's Representative	Jamie LeFrak	Jeremy Farrell

<b>Other Attendees</b>	
Anna Aleynick	AECOM
Marc Howington	Bloomfield Group
Jim Beattie	CDM Smith
Tara Shepherd	goHunterdon TMA
Bob Werkmeister	GPI
Jon Livingston	Jacobs
Michael Hall	M. Baker International
Magdy Hagag	M. Baker International

Bakari Lee	McManimon, Scotland & Baumann, LLC
Tom Wright	RPA
Nat Bottigheimer	RPA
Dan Callas	TransOptions
Various members of Central Staff	NJTPA

**DRAFT RESOLUTION: RECOMMENDATION TO THE GOVERNOR THAT  
RICHARD A. MAROKO BE APPOINTED TO THE BOARD  
OF 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**, on December 20, 2018, the Governor signed into law legislation that makes several changes to the Board structure of NJ TRANSIT; and

**WHEREAS**, these changes include a member of the NJ TRANSIT Board to be appointed by the Governor, with the advice and consent of the Senate, upon the recommendation of the NJTPA; and

**WHEREAS**, the legislation states that anyone recommended for this appointment shall “have experience as either a regular corporation motorbus regular route service rider or regular corporation rail passenger service or light rail service rider or have a professional background in passenger rail service, freight rail management, transportation capital planning, transportation and public transportation construction, federal transportation policy, State transportation policy, real estate investment or development, human resources management, or transportation capital finance”; and

**WHEREAS**, Richard A. Maroko, a resident of the North Jersey region, has expressed strong interest in serving on the NJ TRANSIT Board should an opportunity arise; and

**WHEREAS**, as a regular rider of NJ TRANSIT bus and rail service in the region and between the region and New York City, Mr. Maroko meets the requirements for membership on the NJ TRANSIT Board as outlined in the legislation; and

**WHEREAS**, per the legislation, this recommendation shall be for an initial one-year term on the NJ TRANSIT Board; and

**WHEREAS**, the Executive Committee of the NJTPA has endorsed Mr. Maroko for recommendation to the Governor by the full NJTPA Board of Trustees; 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 recommends to the Governor that Richard A. Maroko be appointed to the NJ TRANSIT Board, subject to the advice and consent of the New Jersey Senate.

**BE IT FURTHER RESOLVED** that a copy of this resolution is forwarded to the Office of the Governor and the Governor's Authorities Unit.

**DRAFT RESOLUTION: MINOR AMENDMENTS TO THE FY 2018 – 2021 TRANSPORTATION IMPROVEMENT PROGRAM AS REQUESTED BY THE NEW JERSEY DEPARTMENT OF TRANSPORTATION TO ADD FEDERAL FUNDS TO THE ROUTE 22 BRIDGE OVER ECHO LAKE PROJECT IN UNION COUNTY AND THE ROUTE 33 BUSINESS, BRIDGE OVER CONRAIL FREEHOLD SECONDARY BRANCH PROJECT IN MONMOUTH 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 2018 – 2021 Transportation Improvement Program (TIP) on November 13, 2017; and

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

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

**WHEREAS**, according to the MOU the addition of a federal funds to a project where State funds are currently programmed and the change does not require a new air quality conformity determination constitutes a minor amendment; and

**WHEREAS**, the NJDOT is requesting that the *Route 22, Bridge over Echo Lake* project (DB# 14330) and the *Route 33 Business, Bridge over Conrail Freehold Secondary Branch* project (DB# 12379) be reprogrammed with federal funds; and

**WHEREAS**, fiscal constraint is maintained because funds have been made available for these projects through the use of unobligated prior year funds; and

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

**WHEREAS**, Congestion Management Process requirements do not apply to these actions; and

**WHEREAS**, the FY 2018 – 2021 TIP conforms to the MAP-21/FAST Act performance-based planning requirements; and

**WHEREAS**, consistent with NJTPA public participation procedures, the NJTPA has provided opportunities for review of this action, and

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

**NOW, THEREFORE, BE IT RESOLVED**, that the North Jersey Transportation Planning Authority hereby approves the specified amendments to the FY 2018 – 2021 Transportation Improvement Program.

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

**DRAFT RESOLUTION: APPROVAL OF THE FY 2020 UNIFIED PLANNING WORK PROGRAM**

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

**WHEREAS**, the NJTPA, pursuant to 23 U.S.C. 104 (f) et. seq. and 49 U.S.C. 1607 et. seq., is responsible for the development of the Unified Planning Work Program (UPWP) to guide the transportation planning process in northern New Jersey; and

**WHEREAS**, the Fiscal Year 2020 (July 1, 2019 to June 30, 2020) UPWP describes all urban transportation and transportation-related planning activities to be undertaken by the NJTPA Central Staff, New Jersey Department of Transportation, NJ TRANSIT, NJTPA subregions, Transportation Management Associations, and other planning agencies in the region; and

**WHEREAS**, the FY 2020 UPWP is fully consistent with the U.S. Department of Transportation Metropolitan Transportation Planning Regulations (23 CFR part 450) which became effective May 27, 2016, as well as the “Fixing America’s Surface Transportation Act” (FAST Act); and

**WHEREAS**, any FY 2020 Compensation Plan and salary parameters will be subject to NJTPA Executive Committee approval and New Jersey Institute of Technology confirmation; and

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

**NOW, THEREFORE, BE IT RESOLVED**, that the North Jersey Transportation Planning Authority hereby approves the FY 2020 Unified Planning Work Program for the region.

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