



JOHN W. BARTLETT, CHAIR

Board Meeting Minutes

July 10, 2023

A. Open Public Meetings Act Compliance

The meeting was held in-person at the Great Falls Center in Paterson, NJ. Chairman John W. Bartlett, Passaic County, called the meeting to order at 10:30 a.m. Beverly Morris reported that, in accordance with the Open Public Meetings Act, Chapter 231, P.L.1975, adequate notice of this meeting was 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*. The agenda was posted at the Essex County Hall of Records in Newark.

B. Roll Call

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

C. Approval of Minutes

A motion to approve the minutes of the May 8, 2023 meeting was made by Morris County, seconded by the City of Newark and carried unanimously.

D. Chairman's Remarks

Chairman Bartlett said he was honored to host the meeting in his home county, and he invited all to a walking tour of Great Falls National Historical Park following the meeting. He said, with the help of various NJTPA programs, the County has been working with Paterson to capitalize on this national treasure. He said the Great Falls played a significant role in Paterson's history as America's first planned industrial city. Another historically important site, Hinchliffe Stadium, a recently renovated historic Negro League ballpark inside the national park would also be part of the tour. The Chairman noted that the Great Falls and the stadium present the city and county with enormous economic opportunity by attracting tourism revenue.

The Chairman said Passaic County, with funding from the NJTPA's Subregional Studies Program, completed the Great Falls Circulation Study in 2016, and the goals included promoting biking and walking around the Great Falls. He said, since that time, the county and city have received federal funding from the NJTPA to advance many of the study's recommendations. He

noted that the Board recently approved Transportation Alternatives Program grants that included \$1.3 million to Paterson for bicycle and pedestrian safety improvements to Spruce Street, from Market Street to Grand Street. Previously, the NJTPA awarded two other Transportation Alternatives grants to Paterson, including \$1.2 million to upgrade sidewalks, add bicycle lanes, and perform other work along Spruce Street from McBride Avenue to Market Street. The other grant provided \$1 million for the bicycle and pedestrian connection from Great Falls to Hinchliffe Stadium.

Chairman Bartlett mentioned a project Passaic County is leading thanks to a \$3.6 million grant from the NJTPA's Local Safety Program. It involves making improvements to a 1.35-mile stretch of Market Street leading up to the Great Falls. He said this project will include curb extensions to shorten the crossing distance for pedestrians, high visibility crosswalks, and signal upgrades. The Chairman noted that supporting safety and promoting walking and biking are key elements of the NJTPA's long-range transportation plan, and the improvements also help boost the economy through a safe and accessible transportation system.

The Chairman highlighted the 2023 Report on the Economic Value of the New York and New Jersey Port Industry. He said the NJTPA completed this assessment in partnership with the Shipping Association of New York and New Jersey and the Council on Port Performance. The report found that the port industry accounted for nearly \$15.7 billion in tax revenues and supported more than 563,000 jobs in New Jersey in 2022. The Chairman said the NJTPA plays an important supporting role by maintaining and improving the infrastructure that keeps freight moving throughout the region and beyond.

Chairman Bartlett said the Board will consider the new Transportation Improvement Program (TIP), for Fiscal Years (FYs) 2024 through 2027 at the September meeting. The TIP is a fiscally constrained list of projects and programs for the region. It is updated every two years and is amended as needed to update funding or the timing of phases of work. The new TIP contains 301 projects and programs, totaling \$14.3 billion, reflecting a 20 percent increase in funding from the previous TIP. The Board will also be asked to vote on the Air Quality Conformity Determination, which is an analysis of the proposed TIP projects and programs to ensure they will have a positive impact and help the state reach its air quality goals.

The Chairman thanked Passaic County staff; partners in Bergen County, including County Executive James Tedesco; the NJTPA and NJDOT for their work to complete the new Fair Lawn Avenue Bridge, which provides a critical connection between Paterson and Fair Lawn, allowing for the efficient movement of people and goods. He said the NJTPA's Local Capital Project Delivery Program provided federal funding for the work, and he noted that Congressman Bill Pascrell, Passaic County Commissioners and many others celebrated the long-awaited opening of the new bridge at a ribbon cutting in June.

E. Executive Director's Report

NJTPA Executive Director David Behrend said, with the end of FY 2023, the NJTPA closed out several projects, and many others are beginning under the new work program. One major effort led by Central Staff was the creation of an Active Transportation Plan to improve non-motorized

travel options. Data gathered and analyzed through the effort will be made available to support local bicycle-pedestrian planning. The final plan will be posted on the [NJTPA website](#).

Mr. Behrend said other planning efforts that concluded recently include validation of the region's transportation model; an updated version of PRIME, the planning studies database; two Freight Concept Development studies and an update of the Freight Rail Grade Crossing Assessment.

Mr. Behrend said four subregional studies were just completed: a transportation plan for Essex County, freight studies in Hudson and Middlesex counties, and an electric vehicle study in Union County. Also completed were seven municipal Complete Streets Technical Assistance projects, including complete streets plan development, walkable community workshops, demonstration projects, and more.

Mr. Behrend said several key efforts will continue, including four concept development studies for road and bridge needs in Morris, Ocean, Somerset and Monmouth counties. Safety efforts are also continuing, including the long-running Street Smart NJ pedestrian safety campaigns.

Mr. Behrend noted that several communities in the region have applied for the latest round of federal Safe Streets and Roads for All grants, and the NJTPA continues to offer letters of support, data, and assistance for these and other applications to federal grant programs. He noted application deadlines were nearing for Infrastructure Investment and Jobs Act (IIJA) grant programs involving rural transportation, resiliency planning, wildlife crossings, and more. Details can be found on the NJTPA [IIJA webpage](#). He also noted that direct support for local access to safety funding through IIJA is the focus of a new initiative this fiscal year. He said, with the exception of those that have already received federal grants for Local Safety Action Plans, NJTPA subregions will be participating in a program to develop these plans, which are a prerequisite for federal safety implementation grants. As part of this effort, in cooperation with the Federal Highway Administration's (FHWA's) New Jersey division office and the FHWA Resource Center in Washington, D.C., the NJTPA will host safety action plan webinars in September and October, and the NJTPA will host a workshop for NJTPA staff and subregional planners and engineers in November.

Mr. Behrend said the NJTPA will work with other metropolitan planning organizations (MPOs), particularly the New York Metropolitan Transportation Council, on developing a new household travel survey. Another new initiative will update freight industry level forecasts to capture the significant changes in supply chains and international cargo. Also, outreach efforts will begin for the next update of the long-range transportation plan, which the Board must approve by Fall 2025. The plan will present the NJTPA's vision for mobility in the region and guide its planning work and investments. A consultant team will be hired to plan extensive outreach activities for the plan next summer and the NJTPA will work closely with its UpNext North Jersey young adult advisory group. Outreach liaisons will enhance community engagement for the long-range plan and are also available to assist with subregional studies and other NJTPA-funded initiatives. He invited subregional representatives to use the liaison program to supplement their own public engagement. He noted that work is already underway to lay the groundwork for the plan update by hosting two events in June that provided valuable insights for the plan: an Autonomous Vehicles Symposium and the annual Tech Tools Expo.

Mr. Behrend said work on Together North Jersey continues, including hosting forums and supporting the Vibrant Places Technical Assistance Program. Also, Central Staff played an active role in the Eastern Transportation Coalition's 2023 Freight Academy in June. The academy provided valuable training on addressing freight challenges to representatives of agencies, states, and Eastern Seaboard counties. Staff also participated in meetings of the multi-MPO Metropolitan Area Planning (MAP) Forum in June, and the NJTPA hosted a Morris Canal Working Group meeting in May.

Mr. Behrend noted that Central Staff will host a Pass-Through Programs Workshop on July 13. He said the August Joint Committee meeting was rescheduled from August 21 to August 28 in order to give committee members time to review any public comments received prior to voting on the TIP and Air Quality Conformity Determination. A public comment period will be held July 24 through August 22, and the NJTPA will host a virtual public meeting on August 3.

F. Presentation

Mayor Hector C. Lora, City of Passaic, enumerated several past and present initiatives and projects that serve to help Passaic make progress improving economic development and the quality of life for its residents. He noted that even small improvements such as painting a crosswalk or putting up a stop sign can make a significant impact in improving travel safety, noting his city has gone two years without a fatality caused by a vehicle crash. He thanked the NJTPA for facilitating transportation investments in the city and county that have contributed to that progress in the areas of safety, transit, transit-oriented development, parking, warehousing and other areas. Key projects he said included [a grant](#) to connect Pulaski Park to Dundee Island to create a new riverfront county park and the [Main Avenue Local Concept Development Study](#) focused on improving safety for all road users, traffic operations, transit access, and providing support for economic development.

G. Committee Reports/Action Items

Project Prioritization – Commissioner John P. Kelly, Chair

Committee Vice Chair Commissioner Susan Soloway gave the committee report for Commissioner Kelly, who could not attend the meeting. She said the Committee approved six action items at the June 20 joint meeting. The first is approval of the Initial Financial Plan for the New Jersey Department of Transportation's (NJDOT's) Portway, Fish House Road/Pennsylvania Avenue, County Route 659 Project. She explained that projects costing between \$100 million and \$500 million must prepare a financial plan that outlines project risks, schedule and funding needs to qualify for federal funding. This project will address congestion, safety issues, and flooding from the Hackensack River. The estimated cost is \$103 million, with \$6 million already expended. Construction is planned to begin this fall and be completed within five years.

The Commissioner said the next action item is a minor amendment to the current TIP to add federal funds to the Portway, Fish House Road/Pennsylvania Avenue, County Route 659 Project in Hudson County as requested by NJDOT. She said the revision adds \$32 million for

Construction in FY 2023, which increases total funding for Construction to \$98 million. The increase is due to escalating construction costs observed in recent bid prices and an increase in construction duration by more than one year.

Commissioner Soloway said the third action item is a set of minor amendments to the current TIP to add federal funds to the Pavement Preservation, NJTPA Regional Program as requested by NJDOT. The amendments will add \$98.18 million in federal funds to the program to increase the total available for Engineering and Construction in FY 2023 from \$64.6 million to \$162.8 million. She said this action is needed to cover \$84.1 million for 11 pavement preservation projects in the NJTPA region. The funding increase also includes an additional \$4.1 million to balance the overall program and \$10 million to account for potential cost increases. Funding for the increase is available from two projects which have experienced unanticipated schedule changes:

- For the Route 206 Valley Road to Brown Avenue project in Somerset County, \$79 million in federal funds would be reprogrammed for Construction in FY 2026 due to project phase delays, and another \$8 million will be added for a total of \$87 million.
- For the Route 71 Bridge over NJ TRANSIT project in Monmouth County, \$31 million for Design, Right-of-Way, and Construction would be converted into Bridge Formula Program funds in FYs 2024, 2025 and 2026, all due to project phase delays. Also, \$1 million for Right-of-Way and \$1 million for Construction would be added.

Commissioner Soloway said, prior to the meeting, Somerset County reached out to the NJTPA Board to express concerns about delays to the long-standing Route 206 Valley Road to Brown Avenue project. At the meeting, Somerset County Commissioner Sara Sooy requested that the action be tabled. At the suggestion of Chairman Bartlett, it was agreed that NJDOT would meet with Somerset County before today's Board meeting to discuss the project's schedule and related issues. Given that condition, the Committee recommended this action be approved by the full Board. That meeting took place on June 29th.

The Commissioner said the Committee also approved a minor amendment to the current TIP to add the Pavement Preservation, Statewide Program as requested by NJDOT. The amendment would add \$12.6 million in federal funds for statewide projects in FYs 2022 and 2023 from two sources, the Coronavirus Response and Relief Supplemental Appropriations Act and the National Highway Performance Program.

Commissioner Soloway said the Committee also approved two sets of TIP modifications that require no further action. The first is a set of modifications to the current TIP to add federal funds to two projects as requested by NJDOT as follows:

- For the Route 23, Route 80, and Route 46 Interchange Project in Essex and Passaic Counties, \$4.7 million in federal funds will be added for Design in FY 2023, increasing the total to \$8.5 million. The revision is due to design complexities and new environmental regulations.
- For the Route 35 Northbound Bridge over Route 36 Northbound & Garden State Parkway Ramp G Project in Monmouth County, \$2.2 million in federal funds will be added for Preliminary Engineering in FY 2023, increasing the total to \$3.7 million.

This change is due to a revised Preliminary Engineering cost estimate that was received in anticipation of a FY 2023 authorization.

The second set of modifications approved by the Committee will add federal funds to three programs as requested by NJDOT as follows:

- For the Restriping Program and Line Reflectivity Management System, \$10 million will be added for Engineering and Construction in FY 2023, increasing the total to \$22.7 million.
- For Bridge Maintenance Fender Replacement, \$14.5 million in federal funds will be added for Engineering, Right-of-Way, and Construction in FY 2023, increasing the total to \$20.5 million.
- For Bridge Preventive Maintenance, \$25.5 million in federal funds will be added for Engineering and Construction in FY 2023, increasing the total to \$29.4 million.

The Commissioner said, also at the June meeting, the Committee heard updates on the development of the 2024 TIP and Study & Development Program, which will be presented at the joint committee meeting in August and to the Board in September.

Action Item 1: Approval of the Initial Financial Plan for the Portway, Fish House Road/Pennsylvania Avenue, CR 659 Project (Attachment 2)

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

Action Item 2: Minor Amendment to the FY 2022 – 2025 Transportation Improvement Program to Add Federal Funds to the Portway, Fish House Road/Pennsylvania Avenue, CR 659 Project in Hudson County as Requested by the New Jersey Department of Transportation (Attachment 3)

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

Action Item 3: Minor Amendments to the FY 2022 – 2025 Transportation Improvement Program to Add Federal Funds to the Pavement Preservation, NJTPA Regional Program as Requested by the New Jersey Department of Transportation (Attachment 4)

Commissioner Sooy said Somerset County has serious concerns about construction of the Route 206 Valley Road to Brown Avenue project being delayed until 2026. She said the County was not made aware of the delay until the proposed TIP amendment was added to the joint committee meeting agenda. She said the delay will create a traffic bottleneck once the Route 206 Valley Road to Old Somerville Road project is completed. She noted that that project is also being delayed because NJDOT removed the project contractor. The Commissioner said improvements to the Route 206 project have been a long-standing priority because this road is the County's only major North-South corridor, and further delays will cause more traffic congestion and delays for residents. She thanked NJDOT and the NJTPA for meeting with the County and Hillsborough Township staff members in June. At the meeting, NJDOT explained why the

project had to be delayed and promised that it will be ready for construction in 2026. The Commissioner said while the County would prefer it to be done sooner, they appreciate the compromise and will vote “yes” on the action to ensure that the federal funds originally assigned to this project can be spent now to advance other projects in the region and not have to be returned to the federal government. Commissioner Sooy said Somerset County expects NJDOT to honor its promises to have the project ready for construction by 2026 and trusts the Department will ensure that it will stay on schedule. She also urged NJDOT to swiftly resolve the issues with the contractor on a current, related project underway on Route 206.

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

Action Item 4: Minor Amendment to the FY 2022 – 2025 Transportation Improvement Program to Add the Pavement Preservation, Statewide Program as Requested by the New Jersey Department of Transportation (Attachment 5)

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

Planning and Economic Development – Commissioner Charles Kenny

Commissioner Kenny said the Committee heard a report on the NJTPA’s June 6 Autonomous Vehicle Symposium, which was attended by more than 60 people. He said the first panel focused on the state of the practice, featuring presentations on the proposed Trenton MOVES system, which could employ up to 100 on-demand automated vehicles; NJ TRANSIT’s research pilot program into autonomous shuttles; and pilots of autonomous micro-transit services in Minnesota and Texas launched by Via, the company that runs Jersey City’s micro-transit system.

The Commissioner said the second panel discussed the potential impacts of autonomous vehicles on local communities and counties. Topics included infrastructure, investment, land use, zoning, and the overall transportation system. The discussion emphasized the need to design and build for efficient and safe travel today, rather than solely focusing on future autonomous vehicles, as well as the importance of leveraging technology advancements to address equity, safety, and other focus areas outlined in the NJTPA long-range plan. A video of selected presentations from the event has been posted on the [NJTPA website](#).

Commissioner Kenny said the meeting agenda package included staff updates on a variety of current activities, such as demographic and employment forecasting, the North Jersey Regional Transportation Model, and the Regional Capital Investment Refinement and Strategy Effectiveness Project.

The Commissioner said the Planning and Economic Development Committee will oversee and direct work on the long-range transportation plan update. He said he looks forward to all committee members taking an active hand in shaping the plan and advancing policies and projects that will guide the region’s long-term future.

Freight Initiatives – Commissioner Jason Sarnoski, Chair

Commissioner Sooy gave the Committee report on behalf of Commissioner Sarnoski, who could not attend the meeting. She said the June 20 meeting of the Freight Initiatives Committee featured updates on two significant NJTPA freight planning efforts. The first speaker was Chris Lamm of Cambridge Systematics, who briefed the committee on the Freight Rail Grade Crossing Assessment. The study updates the NJTPA's 2008 assessment by documenting current conditions and operations at 65 crossings along major freight rail lines, prioritizing the crossings based on need and developing recommendations for addressing issues at the region's 10 top priority crossings.

The Commissioner said the next speaker, Scott Parker of Jacobs Engineering, briefed the Committee on the two studies completed under the FY 2021 Freight Concept Development Program, which helps advance projects not eligible for funding under other programs. The first project addresses truck safety on Berkshire Valley Road in Roxbury, Morris County. This study recommends raising and fully replacing the Chester Branch rail bridge over Berkshire Valley Road to prevent trucks from striking the low bridge. The study findings also recommend realigning the intersection of North Dell Avenue and Berkshire Valley Road to remove the skewed angle there. The new intersection would align with Old Timber Court. The other study aims to eliminate the Port Reading Secondary line's at-grade rail crossing on South Main Street in Bound Brook, Somerset County. The goal of the study was to alleviate congestion on South Main Street, a key access route, while ensuring continued freight rail access to existing and future freight customers. This study recommends adding new track parallel to the Lehigh Valley Line that would cross South Main Street, the Green Brook, and River Road on new structures, eliminating the at-grade crossing.

Commissioner Sooy said, also at the meeting, the committee received an update on NJTPA's various freight planning activities and brief reports from committee members. It was noted that the 2023 Economic Impact Assessment of the Port would be issued shortly. That report has since been completed and is available on the . Also, NJTPA freight staff participated in developing content for and running the Eastern Transportation Coalition's 2023 Freight Academy, which was attended by several agency partners. The Commissioner said NJDOT reported that the agency has awarded contracts for state programs supporting freight projects. The Port Authority reported that the year started with relatively lower volumes at the Port, reflecting economic conditions at the time, but April imports increased by about 8 percent compared to 2019. Overall, the Port is doing better than similar ports in California and elsewhere in the country. Also, bridge and tunnel truck traffic has been running 10 to 20 percent higher than in 2019. Finally, Middlesex County announced that work on the final report for the Southern Middlesex County Freight Movement Study is concluding.

H) Public Participation

Andy Weiss gave his comments via telephone. He said NJ TRANSIT's shortage of bus operators has caused cancelled trips. He suggested raising the starting salary from \$23 per hour to \$30 to attract more applicants. Mr. Weiss also pointed out service disruptions caused by maintenance problems. He also called for new Hudson-Bergen Light Rail (HBLR) trains in Hudson County,

stating that the trains are 23 years old, break down constantly, are poorly designed and lack standing room. Mr. Weiss said the HBLR system needs to be extended to Bergen County as originally planned 17 years ago. Mr. Weiss said the Coach USA 88 bus line contract should be cancelled due to extremely poor service frequency, and he said privatization of NJ TRANSIT bus lines should be stopped.

Mr. Weiss suggested that the NJ TRANSIT Board should meet the scheduled 12 times a year instead of 10. He also noted a lack of municipal assistance in dealing with NJ TRANSIT problems. He said local government should designate staff trained to help NJ TRANSIT riders, and NJTPA help is also needed.

Chairman Bartlett asked for comments from the Board and NJ TRANSIT in particular. Jeremy Colangelo-Bryan, NJ TRANSIT, said some of the issues raised by Mr. Weiss relate to overall funding, which is always a challenge. He said the agency has been doing a lot on issues related to bus operations, and data on the bus maintenance issue will be needed. Mr. Colangelo-Bryan said the HBLR train cars are still within their Federal Transit Administration-sponsored useful life, and the Northern Branch extension will require substantial funding, something the agency has been pursuing.

D) Time and Place of Next Meeting

Chairman Bartlett announced that the next meeting of the NJTPA will be held in-person at the NJTPA on Tuesday, September 12, 2023, at 10:30 a.m.

J) Adjournment

The meeting was adjourned at 11:55 a.m.

NORTH JERSEY TRANSPORTATION PLANNING AUTHORITY, INC.
Meeting of the Board of Trustees
Attendance Record: July 10, 2023

Subregion/Agency	Voting Members/Alternates	Staff & Others
Bergen County	Hon. James Tedesco, III Peter Botsolas	Joseph Baladi
Essex County	David Antonio	
Hudson County	Tom Malavasi	
Hunterdon County	Hon. Susan Soloway	Katherine Fullerton
Jersey City		
Middlesex County	Hon. Charles Kenny	
Monmouth County		
Morris County	Hon. Stephen Shaw John Hayes	
Newark	Dolores Martinez Wooden	Trevor Howard
Ocean County		
Passaic County	Hon. John Bartlett Andras Holzmann	
Somerset County	Hon. Sara Sooy Walt Lane	
Sussex County	Tom Drabic	
Union County	Amy Wagner	
Warren County	David Dech	Ryan Conklin
Office of the Governor	Dorian Smith	
NJDOT	Andrew Clark	
NJ TRANSIT	Jeremy Colangelo-Bryan	
Port Authority of New York & New Jersey (PANYNJ)	Jay Shuffield	
Citizen's Representative	Jared Rodriguez	

Other Attendees	
Ray Dominguez	Dewberry
Sutapa Bandyopadhyay	Federal Highway Administration
Ted Del Guercio	McManimon, Scotland & Bauman
Ann Ludwig	Millburn, NJ
Kevin Stephens	Morris County
Various members of Central Staff	NJTPA
Hon. Hector C. Lora	Mayor, City of Passaic

Ricardo Fernande	City of Passaic
K. Simpson	Passaic County

Approved July 10, 2023

DRAFT RESOLUTION: APPROVAL OF THE INITIAL FINANCIAL PLAN FOR THE PORTWAY, FISH HOUSE ROAD/PENNSYLVANIA AVENUE, CR 659 PROJECT

WHEREAS, the North Jersey Transportation Planning Authority (NJTPA) is the Metropolitan Planning Organization (MPO) responsible for updating the Transportation Improvement Program (TIP) for the northern part of New Jersey as required by 23 CFR 450 and CFR 613 B; and

WHEREAS, under federal law, recipients of federal financial assistance for projects with a total cost between \$100 million and \$500 million are required to prepare a financial plan; and

WHEREAS, a Financial Plan addresses the following elements:

- **Project Description:** A detailed description that presents the scope of the project. A graphic depicting the project location is recommended.
- **Cost Estimate:** The total cost and cost-to-complete for major project elements are presented in year of expenditure dollars.
- **Implementation Plan:** The project schedule is presented and the cost-to-complete is presented in annual increments in year of expenditure dollars.
- **Financing and Revenues:** Presented by funding source as annual elements available for project obligations.
- **Cash Flow:** An annualized presentation of cash income and outgo to illustrate how periodic bills will be paid.
- **Risk Identification and Mitigation Factors:** Identification of the likelihood of issues affecting project completion and sufficiency of revenues – such as cost escalation, construction schedules, and dependencies on future legislation – and strategies and actions to address these risks.
- **Phasing Plan:** Identification of fundable improvements that will address the short-term purpose and need of the project in the event there are insufficient financial resources to complete the entire project.
- **Public Private Partnership (P3):** Assessment of appropriateness of a public-private partnership to deliver the project.
- **Annual Update Cycle:** The submission dates and reporting periods should be proposed in the Initial Financial Plan and annual updated plans; and

WHEREAS, in addition to the financial plan, annual updates are required in order to provide information on actual cost, expenditure and revenue performance; and

Approved July 10, 2023

WHEREAS, the Portway, Fish House Road/Pennsylvania Avenue, CR 659 project (DB# 97005B) involves widening of Fish House Road/Pennsylvania Avenue; raising the roadway profile; realigning and reprofiling of freight railroad track, including new at-grade crossings of Pennsylvania Avenue and of the CSX intermodal driveway; and safety improvements at the Pennsylvania Avenue crossing; and

WHEREAS, the New Jersey Department of Transportation (NJDOT) has submitted an Initial Financial Plan for the Portway, Fish House Road/Pennsylvania Avenue, CR 659 project, with total costs of approximately \$102.651 million; and

WHEREAS, NJTPA Central Staff has reviewed the Initial Financial Plan and has found the project to be consistent with federal guidance and with the fiscal constraint requirements of the Long Range Transportation Plan and the FY 2022 – FY 2025 TIP as revised; 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 Initial Financial Plan for the Portway, Fish House Road/Pennsylvania Avenue, CR 659 Project.

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

Approved July 10, 2023

**DRAFT RESOLUTION: MINOR AMENDMENT TO THE FY 2022 – 2025
TRANSPORTATION IMPROVEMENT PROGRAM TO
ADD FEDERAL FUNDS TO THE PORTWAY, FISH HOUSE
ROAD/PENNSYLVANIA AVENUE, CR 659 PROJECT IN
HUDSON COUNTY AS REQUESTED BY THE NEW
JERSEY DEPARTMENT OF TRANSPORTATION**

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

WHEREAS, the NJTPA formally adopted the FY 2022 – 2025 Transportation Improvement Program (TIP) on September 13, 2021; 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 or program with federal funds is added to the TIP or when federal funds above a specified threshold are added to a project, and a new air quality conformity determination is not required, this constitutes a minor amendment; and

WHEREAS, the New Jersey Department of Transportation has requested the addition of federal funds for the Portway, Fish House Road/Pennsylvania Avenue, CR 659 project (DBNUM 97005B) in Hudson County; and

WHEREAS, the Infrastructure Investment and Jobs Act provides the resources for this project; and

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

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

WHEREAS, the FY 2022 - 2025 TIP conforms to the performance-based planning requirements of the Infrastructure Investment and Jobs Act and its predecessor legislation; and

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

Approved July 10, 2023

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 2022 – 2025 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.

Approved July 10, 2023

**DRAFT RESOLUTION: MINOR AMENDMENTS TO THE FY 2022 – 2025
TRANSPORTATION IMPROVEMENT PROGRAM TO ADD
FEDERAL FUNDS TO THE PAVEMENT PRESERVATION,
NJTPA PROGRAM AS REQUESTED BY THE NEW
JERSEY DEPARTMENT OF TRANSPORTATION**

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

WHEREAS, the NJTPA formally adopted the FY 2022 – 2025 Transportation Improvement Program (TIP) on September 13, 2021; and

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

WHEREAS, the TIP may be revised any time; and

WHEREAS, according to the MOU, when federal funds above the specified threshold are added to a program in the TIP or a project phase of work is programmed into the unconstrained years of the TIP, and a new air quality conformity determination is not required, this constitutes a minor amendment; and

WHEREAS, the NJDOT has requested the addition of federal funds to the Pavement Preservation, NJTPA program (DBNUM X51B); and

WHEREAS, the NJDOT has requested the addition and reprogramming of federal funds due to previously unanticipated schedule changes to the Route 206, Valley Road to Brown Avenue (DBNUM 780A) and Route 71, Bridge over NJ TRANSIT (NJCL) (DBNUM 15449) projects, and the funds released from this action will be programmed for the Pavement Preservation, NJTPA program; and

WHEREAS, funds are available for these purposes; 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 2022 – 2025 TIP conforms to the performance-based planning requirements of the Infrastructure Investment and Jobs Act and its predecessor legislation; and

Approved July 10, 2023

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

WHEREAS, no action authorized by the NJTPA shall have force or effect until 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 2022 – 2025 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.

Approved July 10, 2023

**DRAFT RESOLUTION: MINOR AMENDMENT TO THE FY 2022 – 2025
TRANSPORTATION IMPROVEMENT PROGRAM TO ADD
THE PAVEMENT PRESERVATION, STATEWIDE
PROGRAM AS REQUESTED BY THE NEW JERSEY
DEPARTMENT OF TRANSPORTATION**

WHEREAS, the North Jersey Transportation Planning Authority (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 2022 – 2025 Transportation Improvement Program (TIP) on September 13, 2021; 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 or program that uses federal funds is added to the TIP and a new air quality conformity determination is not required, this constitutes a minor amendment; and

WHEREAS, the NJDOT has requested the addition of the Pavement Preservation Program (DB# X51) to the FY 2022 – 2025 TIP; and

WHEREAS, fiscal constraint is maintained because funds are available for this program; 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 these actions; and

WHEREAS, the FY 2022 – 2025 TIP conforms to the performance-based planning requirements of the Infrastructure Investment and Jobs Act and its predecessor legislation; and

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

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

Approved July 10, 2023

NOW, THEREFORE, BE IT RESOLVED, that the North Jersey Transportation Planning Authority hereby approves the specified amendment to the FY 2022 – 2025 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.