



KATHRYN A. DeFILLIPPO, CHAIR

Board Meeting Minutes

November 9, 2020

A. Open Public Meetings Act Compliance

Chair Kathy DeFillippo, Morris County, called the meeting to order at 10:30 a.m. Beverly Morris, Central Staff, 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*.

B. Roll Call

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

C. Approval of Minutes

A motion to approve the minutes of the September 14, 2020 meeting was made by Warren County, seconded by Hunterdon County and carried with 17 affirmative votes. Essex and Union counties abstained.

D. Chairman's Remarks

Chair DeFillippo said it is heartening to see the level of participation in the virtual Board and standing committee meetings and thanked all for their ongoing interest in the work of the NJTPA. She said NJTPA's commitment to fulfilling its responsibilities on behalf of the public, despite the challenges of the pandemic, was demonstrated by the numerous items on the meeting agenda, which she outlined.

The Chair also noted that endorsement of the State of New Jersey's Transportation Capital Program was also on the agenda. The program calls for \$3.3 billion in transportation investment in the NJTPA region in the current fiscal year and is the basis for the Transportation Improvement Program (TIP), which allows NJTPA region to draw down federal transportation funding. She noted that there are some concerns about specific projects and programs in the Transportation Capital Program and said that while the program has already been approved by the New Jersey Legislature, as the region's Metropolitan Planning Organization (MPO) the NJTPA provides a forum where such concerns can be raised publicly and put on the record. The

Chair added that, by working with partners at all levels, the TIP process may be able to address these concerns.

Chair DeFillippo noted that there is a great deal of uncertainty about the direction of the federal government after the national election, but the NJTPA will look to the federal government to help not only restore the nation's health, but also to rebuild the struggling economy. She said investments in transportation are sure to be part of federal recovery programs, and noted that during the Great Recession of 2008, the NJTPA Board played a crucial role in directing stimulus funds for transportation to worthy projects. She said the NJTPA must be prepared to take up a similar role in the near future—paying greater attention to equity concerns and addressing the disproportionate burden that low income and minority communities have faced, both historically and in the current crisis and downturn.

In response to the Chair's request for any comment, Jeremy Colangelo-Bryan, NJ TRANSIT, said the agency is engaged in securing federal funding support, which is critical to ongoing operations. He noted that NJ TRANSIT's normally good farebox recovery ratio suffers when ridership drops substantially. He said, while there has been some return to transit services, the New York City office market continues to struggle, and the ridership market has not rebounded. Mr. Colangelo-Bryan noted that the returning riding public will see that the system is operating well, the equipment is quite clean, and NJ TRANSIT is working with customers to encourage appropriate actions on board, such as wearing masks. He asked the trustees to encourage their constituents to comply with the pandemic-related precautions.

E. Executive Director's Report

NJTPA Executive Director Mary D. Ameen, said NJTPA staff has been busy working on several different projects and programs, all of which are guided by the Unified Planning Work Program (UPWP) that was adopted by the Board last March. She said planning begins for the Fiscal Year 2022 UPWP, which begins July 1, 2021, and staff continue to reach out to subregions and member agencies for input. Ms. Ameen noted that while the NJTPA staff is still working remotely, they have maintained strong collaboration with state and federal partners, other MPOs nationwide, and the private sector. She said this includes sharing expertise and work at events:

- Central Staff members participated in three Federal Highway Administration (FHWA) events: the New Jersey Air Quality workshop; the New Jersey Systems Engineering for ITS workshops; and a webinar on Communicating the Benefits of Intersection Safety. Ms. Ameen noted that FHWA applauded the NJTPA Street Smart NJ, pedestrian safety campaign.
- Staff moderated a session on Performance Based Planning at the Association of Metropolitan Planning Organizations' (AMPO) virtual annual conference and presented at the recent Central Jersey Transportation Forum meeting.
- Staff continues to work on Together North Jersey, which recently held a round of task force meetings, and kicked off a three-part webinar series on brownfields in partnership with NJIT.

- Staff and Board members participated in the first virtual TransAction conference in October. Chair DeFillippo moderated the NJTPA's live session on public engagement. Freeholder John Bartlett, Passaic County, and Freeholder Charles Kenny, Middlesex County moderated pre-recorded sessions on road safety audits and the NJTPA's freight planning work. Ms. Ameen noted that over 800 people participated in the virtual event, and about 90 people attended the NJTPA live session.

Ms. Ameen reminded all that the next installment of the TPA Tuesdays Symposium Series is scheduled for December 8. The series is part of outreach for the long-range transportation plan. The first symposium focused on Adapting to Change, and the December symposium will focus on Advancing Equitable Transportation Systems. Ms. Ameen also announced that the NJTPA will host the virtual December 4 annual meeting of the Metropolitan Area Planning (MAP) Forum. She noted that the MAP Forum brings together 10 MPOs from New Jersey, New York, Connecticut and Pennsylvania to work in partnership produce better planning products and programs for the larger region.

Ms. Ameen recalled that during the NJTPA's last federal certification review, the agency was asked to establish a Title VI implementation plan outlining how the NJTPA ensures it addresses the needs of minority and low-income communities its planning work. The Board approved a Title VI Plan in September 2019. She said federal reviewers asked the NJTPA to include additional information on Title VI monitoring activities and related issues. She said staff provided this draft language to FHWA and the Federal Transit Administration, and they have endorsed it. The Board will be asked to approve the revised and updated Title VI Plan in January.

Ms. Ameen reminded all to share the survey on the NJTPA's Plan 2050 web page widely to promote as much public involvement as possible.

F. Committee Reports/Action Items

Project Prioritization – Freeholder John W. Bartlett, Chair

Freeholder Bartlett reported that the Committee considered eight action items at the Joint Committee meeting in October. First, the Committee recommended endorsement of the State's FY 2021 Transportation Capital Program, which provides the foundation for the NJTPA's Transportation Improvement Program for the TIP. He said the Capital Program and a summary of changes to projects was provided to members of the Project Prioritization Committee and RTAC review in October. The 2021 program includes nearly \$3.3 billion for investment in the NJTPA region, out of a total of \$4.6 billion statewide. This includes \$2 billion in NJDOT projects and programs and \$1.3 billion for NJ TRANSIT. Freeholder Bartlett noted that, while the committee recommended endorsement of the Capital Program, some subregions expressed concerns about the inclusion or omission of projects and funding in the program.

The Freeholder said, next, the Committee recommended approval of 11 Local Safety projects totaling \$71.2 million and two High Risk Rural Roads projects totaling \$25 million. He said the

projects were screened and recommended by an interagency technical review committee, and he noted that this action represents a substantial increase in funding for these programs.

Freeholder Bartlett said the Committee next endorsed a Minor Amendment to the current TIP to add the Route 15/Route 94 to Route 206/County Route 565 project in Sussex County. This resurfacing project is ready for Construction in the current fiscal year and can move forward with the addition of \$7.2 million in federal funds.

The Freeholder said that the Committee endorsed five more minor amendments to add locally led projects to the TIP so they can advance to the Preliminary Engineering phase of work. He said funds for these projects are available from the NJTPA future projects line item. The projects and their funding levels are as follows:

- 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.
- 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.
- 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.
- 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.
- 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.

Action Item 1: Endorsement of the Draft FY 2021 Transportation Capital Program
(Attachment 2)

A motion to approve the resolution was made by Middlesex County, seconded by Hudson County.

Freeholder Jason Sarnoski, Warren County thanked Chair DeFillippo and Freeholder Bartlett for the bipartisan way they support the NJTPA subregions and address the concerns they bring up. He said he opposes the program in its current form because the Route 57, County Route 519 Intersection Improvement project in Lopatcong continues to be delayed. He thanked NJDOT for trying to work through the issues with him but said until they are resolved he will continue to push for moving the project forward on behalf of Warren County. Also, Freeholder Sarnoski said his region continues to have many issues with parts of the Route 80 Rockfall Mitigation project in Hardwick Township and still does not feel that their concerns and questions have been answered adequately.

Freeholder Matthew Holt, Hunterdon County, said he would support the Capital Program, but added that there are two other rockfall projects of concern on Route 78 in Bethlehem Township

and Route 29 in Kingwood Township. He said he joins with Warren County in trying to find sensible solutions to address the costs and impacts of rockfall mitigation projects.

The motion was carried with 18 affirmative votes. Warren County cast a negative vote.

Action Item 2: Approval of Projects for the 2020 Local Safety Program and High Risk Rural Roads Program (Attachment 3)

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

Action Item 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 (Attachment 4)

Action Item 4: Minor Amendment to the FY 2020-2023 Transportation Improvement Program to Add the CR510 (Columbia Turnpike) Bridge over Black Brook Project in Morris County (Attachment5)

Action Item 5: Minor Amendment to the FY 2020-2023 Transportation Improvement Program to Add the East Anderson Street Bridge over the Hackensack River Project in Bergen County (Attachment 6)

Action Item 6: Minor Amendment to the FY 2020-2023 Transportation Improvement Program to Add the Kingsland Avenue Bridge over Passaic River in Bergen County (Attachment 7)

Action Item 7: Minor Amendment to the FY 2020-2023 Transportation Improvement Program to Add the CR 567 (Picket Place) Bridge over South Branch of Raritan River Project in Somerset County (Attachment 8)

Action Item 8: Minor Amendment to the FY 2020-2023 Transportation Improvement Program to Add the CR 512 (Valley Road) Bridge over Passaic River Project in Somerset County (Attachment 9.)

A motion to approve Action Items 3 through 8 was made by Sussex County, seconded by Warren County and carried unanimously.

Planning and Economic Development – Freeholder John P. Kelly, Chair

Freeholder Kelly reported that the Committee considered three action items at the October joint meeting. First was the annual update to the federally required safety performance measure targets for the region, which were first adopted in 2017. He 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. These safety performance measures include: the number and rate of fatalities, the number and rate of serious injuries, and the number of non-motorized fatalities and non-motorized serious injuries.

The Freeholder said the committee was informed 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 many other safety programs.

Freeholder Kelly said the next two action items concerned approval of federal Congestion Management Air Quality (CMAQ) funding for locally sponsored projects aimed at reducing air pollution and congestion. First, the Committee recommended approval of the FY 2021-2023 CMAQ funding for the Transportation Clean Air Measures Program (TCAMs). He said, in coordination with NJDOT, the NJTPA is recommending a total of \$20.6 million for 11 TCAM projects to be implemented by member subregions, as well as three municipalities, a Transportation Management Association, a state agency, and one private company. 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.

The Freeholder said the final action item involved approval of FY 2021 CMAQ funding for the Local Mobility Initiatives program. He said this program supports local shuttle bus operations and vehicle replacement. In coordination with NJ TRANSIT, the NJTPA staff recommends four projects for implementation, totaling \$1.9 million. 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.

Freeholder Kelly said the Committee heard a presentation by Khalid Shaikh, NJDOT Project Manager for the development and implementation of the New Jersey 2020 Strategic Highway Safety Plan. 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.

The Freeholder said NJTPA staff informed the Committee that NJDOT has submitted the NJTPA CMAQ Performance Plan to FHWA as part of its Mid Performance Period Progress Report. This Plan demonstrates the region's progress on three federally required performance measures, two dealing with congestion and one concerning the reduction of vehicle emissions. The NJTPA's plan shows that targets for these three measures have been met, and it also provides a list of upcoming CMAQ projects and discusses their part in improving air quality. Also, Central Staff provided updates on recent activities, including Plan 2050 outreach, Title VI planning, and the FY 2022 UPWP development schedule.

Action Item 9: Support for 2021 Safety Performance Measure Targets Set by the NJDOT in Collaboration with the NJTPA and other MPOs in New Jersey (Attachment 10)

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

Action Item 10: Approval of FY 2021-2023 Congestion Management Air Quality (CMAQ) Funding for the Transportation Clean Air Measures Program (Attachment 11)

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

Trevor Howard, City of Newark inquired about the status of the City's application for CMAQ funding for its Intelligent Transportation System projects. Mike Russo, NJDOT, said he would make inquiries and get back to Mr. Howard.

Action Item 11: Approval of FY 2021-2023 CMAQ Funding for the Local Mobility Initiatives (Attachment 12)

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

Freight Initiatives – Freeholder Charles Kenny, Chair

Freeholder Kenny reported that, at the October Freight Initiatives Committee meeting, Central Staff informed the committee that the NJTPA is working with the Council on Port Performance on a workforce development implementation team to address the workforce shortages that are challenging operations as the port sees a rise in container activity. He said August saw more containers in one month at the port than ever before. That was soon followed in September by the arrival at Port Newark/Elizabeth of a Brazilian vessel that is now the largest to ever serve the port. Staff also informed the Committee about developments in the area of industrial real estate, noting that the region's portfolio of industrial properties continues to grow, reaching 851 million square feet during the third quarter. E-commerce remains a huge driver of this activity, as does the food industry.

The Freeholder said guest speakers at the meeting focused on two critical supply chains—pharmaceuticals and food. They discussed how these industries responded during the pandemic and how they are pivoting based on changing demands and requirements.

Freeholder Kenny said the first guest speaker was Ronald T. Piervincenzi, Chief Executive Officer, United States Pharmacopeia (USP), which sets quality standards for medicines worldwide. He briefed the Committee on the international prescription drug supply chain, which extends from ingredient suppliers to manufacturers, to wholesalers and distributors, to providers and patients. He noted that quality issues are the root cause of drug shortages, along with increased demand, natural disasters, and regulatory and logistical hurdles, to name a few. In response to the COVID-19 pandemic, USP created an early warning system tracking one million

medicines worldwide in order to identify supply chain risks. It has also created a team to reach out to COVID-19 vaccine manufacturers globally to let them know of the availability of USP standards and technical expertise to help them meet regulatory requirements.

The Freeholder said the next guest speaker was Linda Doherty, President & CEO of the New Jersey Food Council, who briefed the committee on trends affecting the New Jersey food and groceries supply chain. The Council is an alliance of food retailers and their supplier partners, representing a \$136 billion industry. In response to the COVID-19 crisis, the State of New Jersey assembled a Food Supply Chain Working Group that includes Food Council members and representatives from the Governor's Office, several government agencies, the New Jersey State Police, Conrail, and the NJTPA.

Freeholder Kenny said Ms. Doherty reported that, in the early days of the pandemic in New Jersey, the entire supply chain was disrupted by workforce challenges and shortages. These operations are seeing an uptick in COVID-19 cases, so self-quarantine is causing operational disruption of a workforce whose positions are difficult to fill. She concluded by saying that the food industry supply chain has stabilized significantly but is still challenged by gaps in product availability. She also said that the New Jersey Food Council is now better prepared for future developments.

The Freeholder said, also at the meeting, committee members provided brief updates on freight-related activities:

- NJDOT is starting the process for the New Jersey Statewide Freight Plan Update; applications for the Rail Freight Assistance Program have closed and the grant process is underway; and there will be a virtual Freight Advisory Committee meeting on November 19.
- The Port Authority is seeing a slight uptick in cargo at the airports, while passenger volume is still down. Traffic volume continues to rebound at the bridge and tunnel crossings.
- NJ TRANSIT will begin work on the New Jersey State Rail Plan in collaboration with NJDOT.
- A new Hudson County study will assess freight in the County, with a focus on trucking.
- The City of Newark has begun work on its Port Industrial Redevelopment Plan that will focus on infrastructure, land use, and community satisfaction in the port industrial area.

G) Planning for 2050 Presentation: COVID-19 and Transit

Sam Schwartz, CEO, Sam Schwartz firm, said the decline in transit usage is an existential threat to the region, noting that New York University estimates that this continued decline could result in a loss in the region of 450,000 jobs and \$50 billion in annual earnings, and \$65 billion in the region's annual GDP. Mr. Schwartz said this decline has much to do with fear that is not based on science. He said his firm's research team conducted a six-month review of scientific literature and interviews with virologists, epidemiologists, and public health experts, nationally and internationally, to understand the science of COVID-19 and transit, and they found no clear link between transit ridership and contracting the virus.

Mr. Schwartz said the study findings indicate that communities with the highest per capita COVID case rates in the U.S. rely mostly on cars. He said, in the early days of the pandemic, case rates were higher regardless of commute mode, because of where commuters went, often to essential front-line jobs which had more associated risk for contracting the virus. Mr. Schwartz said that New York City's transit systems exceed recommendations for air changes per hour on buses and trains, and opening doors at frequent stops also helps to refresh the air. In addition, he said, subway riders tend not to talk much.

Mr. Schwartz noted that, in terms of equity, many front-line workers, who were hailed as "heroes" during the early days of the epidemic, are low-income transit users who found themselves challenged by decreased services brought about by falling ridership and fare revenues. Meanwhile, those who could afford to drive were encouraged to do so by local and national policies and employers who promoted the view that transit is dangerous and single-occupancy car use is a protection against transmission. Not only is this a myth, Mr. Schwartz said, but cars are 20 times more dangerous in terms of probability for fatalities per passenger mile than trains or busses, and secondary impacts from heavier reliance on cars include more pollution, inactivity diseases, and acceleration of climate change.

Chair DeFillippo said, while it is safe to use transit, travelers should continue to wear masks and wash hands frequently.

H) Public Participation

There were no comments from the public.

I) Time and Place of Next Meeting

Chair DeFillippo announced that the next virtual meeting of the NJTPA Board will be held on Monday, January 11, 2021 at 10:30 a.m.

J) Adjournment

At 11:50 a.m., a motion to adjourn was made by Ocean County, seconded by Middlesex County and carried unanimously.

Attachment 1

NORTH JERSEY TRANSPORTATION PLANNING AUTHORITY, INC.
Meeting of the Board of Trustees
Attendance Record: November 9, 2020

Subregion/Agency	Voting Members/Alternates	Staff & Others
Bergen County	Peter Botsolas	Joseph Baladi
Essex County	David Antonio	
Hudson County	Byron Nicholas	
Hunterdon County	Hon. Matthew Holt Hon. Zach Rich	Carrie Fellows
Jersey City	Barkha Patel	Elias Guseman
Middlesex County	Hon. Charles Kenny Doug Greenfield	Solomon Caviness Rajvanshi Vijayant
Monmouth County	Teri O'Connor	Joseph Ettore David Schmetterer James Bonanno
Morris County	Hon. Kathy DeFillippo John Hayes	
Newark	Phillip Scott	Trevor Howard
Ocean County	Hon. John Kelly John Ernst	
Passaic County	Hon. John Bartlett	Mike Lysicatos Sal Presti
Somerset County	Walt Lane	
Sussex County	Hon. Joshua Hertzberg Tom Drabic	
Union County	Hon. Bette Jane Kowalski	Liza Betz
Warren County	Hon. Jason Sarnoski David Dech	
Governor's Office	Lauren LaRusso	
NJDOT	Mike Russo	
NJ TRANSIT	Jeremy Colangelo-Bryan	
Port Authority of NY & NJ	Jay Shuffield	
Citizen's Representative	Not represented	

Other Attendees	
Anna Aleynick	AECOM

Neile Weissman	Complete George
Jack Kanarek	Dewberry
Ray Tomczac	Federal Transit Administration
Bob Werkmeister	GPI
Coleen Wilson	Lohud.com
Ted DelGuercio, III	McManimon, Scotland & Baumann, LLC
Various members of Central Staff	NJTPA
Sam Schwartz	Sam Schwartz
William Brooks	Stv.com
Lian Cheng	
Kelly McGuinness	
Kenneth Burke	
Louis Luglio	
Steven Wong	

DRAFT RESOLUTION: ENDORSEMENT OF THE FY 2021 TRANSPORTATION CAPITAL PROGRAM

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

WHEREAS, the NJTPA is the MPO responsible for updating the Transportation Improvement Program (TIP) for the northern part of New Jersey as required by 23 CFR Part 450 and 49 CFR Part 613; and

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

WHEREAS, the TCP describes the planned capital investments for all highway, bridge, transit, and transportation related projects funded with federal, state, and third-party funds and is required to be approved annually as part of the New Jersey State Budget; and

WHEREAS, the FY 2021 TCP was developed by NJDOT and NJ TRANSIT and is an annual element for the NJTPA's federally-required Transportation Improvement Program (TIP); and

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

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

NOW, THEREFORE, BE IT RESOLVED that the North Jersey Transportation Planning Authority hereby endorses the FY 2021 Transportation Capital Program.

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

DRAFT RESOLUTION: APPROVAL OF PROJECTS FOR THE 2020 LOCAL SAFETY PROGRAM AND HIGH RISK RURAL ROADS 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 Local Safety Program (LSP) and High Risk Rural Roads Program (HRRRP) are supported funds from the Federal Highway Administration's Highway Safety Improvements Program (HSIP); and

WHEREAS, the LSP provides an opportunity for eligible applicants to apply for federal funding for the construction of safety improvements on county and eligible local roadway facilities within the region which have crash rates that exceed the NJTPA region's average for those functional classes of roadways; and

WHEREAS, HRRRP provides an opportunity for eligible applicants to apply for federal funding for the construction of safety improvements on roadways that are functionally classified as rural major or minor collectors or as local rural roads and have crash rates that exceed the NJTPA region's average for those functional classes of roadways; and

WHEREAS, the North Jersey Transportation Planning Authority, Inc. (NJTPA) sent out solicitation notifications in July 2019 inviting eligible sponsors to submit applications for the programs; and

WHEREAS, NJTPA received 11 eligible LSP applications and two HRRRP applications; and

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

WHEREAS, within the NJTPA region, the NJDOT has agreed to fund the top-scoring Local Safety projects and High Risk Rural Roads projects with a combined funding total of \$96.2 million; and

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

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

NOW, THEREFORE, BE IT RESOLVED, that the North Jersey Transportation Planning Authority hereby approves the attached list of projects for the Local Safety Program and the High Risk Rural Roads Program.

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

**DRAFT RESOLUTION: 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**

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

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

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

WHEREAS, the TIP may be revised any time; and

WHEREAS, according to the MOU when federal funds above a specified threshold are added to a project, when a project programmed with federal funds is added to the TIP, when federal funds are deleted from a project or when the construction phase of work is moved out of the constrained years of the TIP and a new air quality conformity determination is not required, this constitutes a minor amendment; and

WHEREAS, the New Jersey Department of Transportation has requested the addition of the Route 15, Route 94 to Route 206/CR 565 resurfacing project in Sussex County to the TIP (DB# 18344) and federal National Highway Performance Program funds for its construction phase; 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 the New Jersey Department of Transportation for submission to the Federal Highway Administration.

**DRAFT RESOLUTION: MINOR AMENDMENT TO THE FY 2020 – 2023
TRANSPORTATION IMPROVEMENT PROGRAM TO ADD
THE CR510 (COLUMBIA TURNPIKE BRIDGE OVER
BLACK BROOK PROJECT IN MORRIS COUNTY**

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

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

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

WHEREAS, the TIP may be revised any time; and

WHEREAS, according to the MOU when federal funds above a specified threshold are added to a project, when a project programmed with federal funds is added to the TIP, when federal funds are deleted from a project or when the construction phase of work is moved out of the constrained years of the TIP and a new air quality conformity determination is not required, this constitutes a minor amendment; and

WHEREAS, Morris County has requested the addition of the CR 510 (Columbia Turnpike), Bridge over Black Brook project in Morris County (DB#N1604) to the TIP utilizing STBGP-NY/NWK federal 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 does 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 the New Jersey Department of Transportation for submission to the Federal Highway Administration.

**DRAFT RESOLUTION: MINOR AMENDMENT TO THE FY 2020 – 2023
TRANSPORTATION IMPROVEMENT PROGRAM TO ADD
THE EAST ANDERSON STREET BRIDGE OVER THE
HACKENSACK RIVER PROJECT IN BERGEN COUNTY**

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

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

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

WHEREAS, the TIP may be revised any time; and

WHEREAS, according to the MOU when federal funds above a specified threshold are added to a project, when a project programmed with federal funds is added to the TIP, when federal funds are deleted from a project or when the construction phase of work is moved out of the constrained years of the TIP and a new air quality conformity determination is not required, this constitutes a minor amendment; and

WHEREAS, Bergen County has requested the addition of the East Anderson Street Bridge over the Hackensack River project in Bergen County to the TIP (DB# N1801) utilizing STBGP-NY/NWK federal 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 does 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 the New Jersey Department of Transportation for submission to the Federal Highway Administration.

**DRAFT RESOLUTION: MINOR AMENDMENT TO THE FY 2020 – 2023
TRANSPORTATION IMPROVEMENT PROGRAM TO ADD
THE KINGSLAND AVENUE, BRIDGE OVER PASSAIC
RIVER IN BERGEN COUNTY**

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

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

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

WHEREAS, the TIP may be revised any time; and

WHEREAS, according to the MOU when federal funds above a specified threshold are added to a project, when a project programmed with federal funds is added to the TIP, when federal funds are deleted from a project or when the construction phase of work is moved out of the constrained years of the TIP and a new air quality conformity determination is not required, this constitutes a minor amendment; and

WHEREAS, Bergen County has requested the addition of the Kingsland Avenue, Bridge over Passaic River project in Bergen County to the TIP (DB#N1601) utilizing STBGP-NY/NWK federal 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 does 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 the New Jersey Department of Transportation for submission to the Federal Highway Administration.

**DRAFT RESOLUTION: MINOR AMENDMENT TO THE FY 2020 – 2023
TRANSPORTATION IMPROVEMENT PROGRAM TO ADD
THE CR 567 (PICKET PLACE) BRIDGE OVER SOUTH
BRANCH OF RARITAN RIVER PROJECT IN SOMERSET
COUNTY**

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

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

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

WHEREAS, the TIP may be revised any time; and

WHEREAS, according to the MOU when federal funds above a specified threshold are added to a project, when a project programmed with federal funds is added to the TIP, when federal funds are deleted from a project or when the construction phase of work is moved out of the constrained years of the TIP and a new air quality conformity determination is not required, this constitutes a minor amendment; and

WHEREAS, Somerset County has requested the addition of the Picket Place, CR 567 Bridge over South Branch of Raritan River project in Somerset County to the TIP (DB# N1807) utilizing STBGP-NY/NWK federal 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 does 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 the New Jersey Department of Transportation for submission to the Federal Highway Administration.

**DRAFT RESOLUTION: MINOR AMENDMENT TO THE FY 2020 – 2023
TRANSPORTATION IMPROVEMENT PROGRAM TO ADD
THE CR 512 (VALLEY ROAD), BRIDGE OVER PASSAIC
RIVER PROJECT IN SOMERSET COUNTY**

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

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

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

WHEREAS, the TIP may be revised any time; and

WHEREAS, according to the MOU when federal funds above a specified threshold are added to a project, when a project programmed with federal funds is added to the TIP, when federal funds are deleted from a project or when the construction phase of work is moved out of the constrained years of the TIP and a new air quality conformity determination is not required, this constitutes a minor amendment; and

WHEREAS, Somerset County has requested the addition of the CR 512 (Valley Road), Bridge over Passaic River project in Somerset County to the TIP (DB#N1607) utilizing STBGP-NY/NWK federal 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 does 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 the New Jersey Department of Transportation for submission to the Federal Highway Administration.

DRAFT RESOLUTION: SUPPORT FOR 2021 SAFETY PERFORMANCE MEASURE TARGETS SET BY THE NEW JERSEY DEPARTMENT OF TRANSPORTATION IN COLLABORATION WITH THE NJTPA AND OTHER METROPOLITAN PLANNING ORGANIZATIONS IN NEW JERSEY

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; that each MPO shall establish performance targets that address the performance measures, tracking progress toward attainment of critical outcomes for the region; and that each MPO shall integrate those targets into their planning documents and processes; and

WHEREAS, the Federal Highway Administration (FHWA) published the final rule, (23 CFR Part 490), on the Highway Safety Improvement Program (HSIP) on April 14, 2016, requiring the New Jersey Department of Transportation (NJDOT) to annually develop and adopt targets assessing number of motor vehicle crash-related serious injuries and fatalities; serious injuries and fatalities per vehicle miles traveled (VMT); and number of serious injuries and fatalities of non-motorized users; and

WHEREAS, on May 27, 2016 the Federal Highway Administration (FHWA) issued a final rule on metropolitan planning (23 CFR 450 & 771 and 49 CFR 613), under which MPOs must adopt safety targets by February 27, 2018 and each year thereafter; and

WHEREAS, the final rule also requires that MPOs coordinate with NJDOT to set performance targets for the specified measures and integrate those targets into their planning documents and processes; and

WHEREAS, the NJTPA coordinated with NJDOT, the New Jersey Division of Highway Traffic Safety, and the other MPOs in New Jersey on analyzing trends and developing appropriate safety targets; and

WHEREAS, the final rule on metropolitan planning states that MPOs have the option to (1) agree to program investments in support of NJDOT's targets, or (2) set their own quantifiable targets; and

WHEREAS, the statewide targets appropriately reflect and will serve as suitable benchmarks for the planning goals and desired outcomes for the projects and programs of the NJTPA Long Range Transportation Plan and Transportation Improvement Program; 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; and

NOW, THEREFORE, BE IT RESOLVED, that the NJTPA hereby supports the 2021 statewide targets for each of the safety performance measures set by NJDOT from the National Performance Management Measures: Highway Safety Improvement Program (HSIP); Final Rule (23 CFR 490); and

BE IT FURTHER RESOLVED, that the NJTPA will program investments that support the achievement of the performance targets in support of the NJDOT HSIP; and

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

DRAFT RESOLUTION: APPROVAL OF FY 2021-2023 CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT FUNDING FOR THE TRANSPORTATION CLEAN AIR MEASURES 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 formally adopted the FY 2020 – 2023 Transportation Improvement Program (TIP) on September 9, 2019; and

WHEREAS, under Moving Ahead for Progress in the 21st Century (MAP-21) and continued under the FAST Act, New Jersey receives Federal Congestion Mitigation and Air Quality Improvement (CMAQ) funds as a state with non-attainment and maintenance areas for ozone (VOCs and NO_x), carbon monoxide (CO) and particulate matter (PM_{2.5}); and

WHEREAS, the NJTPA maintains a study of possible Transportation Clean Air Measures (TCAMs) to identify appropriate projects to reduce criteria air pollutants and congestion; and

WHEREAS, based on a regional solicitation and in coordination with the NJDOT, the NJTPA has identified eleven suitable TCAM projects anticipated to reduce air pollutants and congestion, contingent on the availability of sufficient 2021–2023 CMAQ which is \$7.5 million per fiscal year, totaling \$22,500,000; and

WHEREAS, the NJTPA recommends \$20,613,500 in projects for CMAQ funding; and

WHEREAS, the NJTPA recommends eleven identified TCAM projects eligible for CMAQ funding:

- *Zero Emissions Goods Movement* - \$4,029,600 International Motor Freight
- *Emergency Vehicle Idle Reduction Program* - \$973,400 New Jersey Department of Environmental Protection
- *Patriot's Path Morristown/Hanover Shared Use Path* - \$3,827,525 County of Morris
- *Highlands Rail Trail - Phase II* - \$1,600,000 County of Passaic
- *It Pay\$ to Plug In: NJ's Electric Vehicle Charging Grants Program* - \$5,039,900 New Jersey Department of Environmental Protection
- *EZ Electric* - \$960,000 EZ Ride
- *Electric Monmouth* - \$200,000 Monmouth County
- *Traffic Signal Optimization/Adaptive Traffic Signals Along Central Avenue/CR 508* - \$2,383,700 County of Essex
- *Traffic Signal Optimization* - \$1,000,000 Township of Weehawken & Union City
- *Traffic Circulation & Signal Optimization* \$359,3725 City of Paterson
- *JFK Boulevard Traffic Signal Optimization- Armstrong Avenue - Clinton Avenue (Part B)* - \$240,000 County of Hudson

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 eleven identified Transportation Clean Air Measures projects.

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 FY 2021 CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT FUNDING FOR THE LOCAL MOBILITY INITIATIVES

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, under the Fixing America’s Surface Transportation (FAST) Act, New Jersey receives federal Congestion Mitigation and Air Quality Improvement (CMAQ) funds to advance selected Travel Demand Management (TDM) and non-traditional transit strategies designed to reduce congestion and/or reduce single occupancy vehicle usage and automobile emissions that will result in quantifiable reductions in emissions; and

WHEREAS, in coordination with NJ TRANSIT, the NJTPA supports the CMAQ Local Mobility Initiatives program with funding for shared ride service or shuttle operations and capital support in the form of vehicle replacement to reduce pollutant emissions and congestion; and

WHEREAS, the NJTPA is recommending the following three Vehicle Replacement projects eligible for CMAQ funds:

- Fort Lee Commuter Ferry Operations, Borough of Fort Lee Parking Authority - \$280,000;
- Sussex County Skylands Ride, Sussex County Department of Health and Human Services - \$500,000;
- Orange Commuter Transportation Project, City of Orange Township - \$185,000; and

WHEREAS, the NJTPA is recommending the following Operational Support project eligible for CMAQ funds:

- Jersey Blues Line, Brookdale Community College/Monmouth County - \$750,000; and

WHEREAS, the NJTPA is recommending \$1,715,000 for these four projects, and a 10 percent administrative fee for NJ TRANSIT of \$171,500, for a total recommended funding amount of \$1,866,500; 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;

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NOW, THEREFORE, BE IT RESOLVED, that the North Jersey Transportation Planning Authority hereby approves the four identified projects; and

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