



## JOHN W. BARTLETT, CHAIR

### Board Meeting Minutes

May 9, 2022

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#### A. Open Public Meetings Act Compliance

Chair John W. Bartlett, Passaic 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

Ms. Morris called the roll. Twenty voting members were present. (Attachment 1).

#### C. Approval of Minutes

A motion to approve the minutes of the March 14, 2022 meeting was made by Ocean County, seconded by Union County and carried unanimously.

#### D. Chairman's Remarks

Chair Bartlett congratulated Commissioner Kathryn DeFillippo, Morris County, who was scheduled to be honored with a leadership award from the Newark Regional Business Partnership. Commissioner DeFillippo announced that she will retire from elected office at the end of this year. The award recognizes her work as a county commissioner, her long-time service on the NJTPA Board and her recent term as Chair. He noted that NJTPA Executive Director Mary Ameen will retire at the end of June, which he said he would address at the end of the meeting. He also noted that former NJTPA Chair Commissioner Matt Holt, Hunterdon County, retired May 1.

The Chair said that the 2022 federal certification review for the NJTPA is underway and staff has responded to an initial request for information. He said representatives of the Federal Highway and Federal Transit administrations will conduct the review in early November. He encouraged all Board members and staff from the subregions and agencies to participate in the certification review. He said he is confident that the federal government will see the great work being done at

the NJTPA. Chair Bartlett noted that following the last certification review there was one corrective action, which the NJTPA addressed by adopting a Title VI Implementation Plan in 2018. He said staff recently updated the maps, charts, and statistics in that document to reflect the Transportation Improvement Program (TIP) that was adopted last year, as well as the results of the 2020 US Census.

Chair Bartlett said the NJTPA launched a new Equity Resources website to support the ongoing commitment to improving equity and ensuring that everyone in the region has access to NJTPA projects and programs. The website includes an interactive [Equity Analysis Tool](#), which he encouraged all to explore. The tool is an interactive map that allows a quick view of the different populations living in a particular project area, community, or county – down to the census tract level. The Chair said the tool enables planners to make the critical first step in recognizing the location of traditionally underrepresented populations to better implement strategies for engaging them. He encouraged all to attend the NJTPA’s Tech Tools for Planning Expo on May 19.

The Chair announced that the NJTPA, in partnership with Sustainable Jersey and the Voorhees Transportation Center at Rutgers, has selected seven municipalities to receive Complete Streets Technical Assistance. The program provides free technical assistance such as conducting workshops on walkability, creating bicycle network plans and conceptual designs, and developing complete streets policies. He said the municipalities of Passaic, Belleville, Bound Brook, Dunellen, Plainfield, Oakland, and Seaside Heights will be participating in the program, which is a perfect example of how the NJTPA is working to put the principles of Plan 2050 into action at the local level.

Chair Bartlett reminded all to join him at the May 18 virtual Morris Canal Working Group meeting, where staff will provide an update on the Transportation Alternatives Set-Aside Program, which the NJTPA has used to fund greenway projects for many years. This program is receiving additional funding under the federal Infrastructure Investment and Jobs Act (IIJA), which should allow the NJTPA to complete more projects in the region. He said New Jersey is expecting to see at least \$13.5 billion in transportation funding over the next five years as a result of this legislation. The Chair noted that, in April, Transportation Secretary Pete Buttigieg announced \$834 million for transit – the fourth largest award in the country. The NJTPA posts IIJA funding opportunities at <https://njtpa.org/IIJA.aspx>.

Michael Russo, NJDOT, and Jeremy Colangelo-Bryan, NJ TRANSIT, said Ms. Ameen will be missed and wished her the best in the next chapter of her life.

## **E. Executive Director’s Report**

Ms. Ameen said the NJTPA played an active role at the April annual TransAction Conference in Atlantic City. She said NJTPA Second Vice Chair Charles Kenny moderated two panels – one on IIJA and another on using the arts in public engagement. Board Secretary, Commissioner Bette Jane Kowalski, Union County, moderated a session on electric vehicles, and Commissioner DeFillippo attended many of the sessions. Ms. Ameen said NJTPA staff moderated or served on panels on topics including bicycle-pedestrian trails, congestion management, complete streets, and the state’s Strategic Highway Safety Plan. She said a common theme heard throughout the

conference is that the funding and programs set in motion by the IIA legislation represent an exceptional and historic opportunity for advancing transportation, but taking advantage of the funding opportunities over the five-year span of the law presents challenges. Many programs require a local match and preparing applications can be time-consuming at a time when public agencies face staff shortages and turnover. She said the NJTPA is ready to help the subregions by sharing data, offering technical expertise for grant applications, and providing letters of support.

Ms. Ameen said the IIA also presents challenges and opportunities for the NJTPA's own operations. The legislation directs the agency to expand the scope of its planning activities to include the areas of housing and resiliency. The NJTPA will also be responsible for programming new projects and programs into the TIP and for processing time-sensitive TIP modifications and amendments to take full advantage of available federal funding.

Ms. Ameen said, to efficiently meet the demands of the new law, the NJTPA is fortunate to have active and engaged Board members to oversee this work through the standing committees and to have experienced and expert staff with a record of close cooperation with planning partners. She noted two new staff members: Adam Caspari, who joined the IT staff as Database and Application Developer in late January, and Mark Hrywna, the new writer and editor, who is working in the Outreach group.

Ms. Ameen said, through the federal certification review process this fall, the NJTPA is being called upon to demonstrate its capabilities and compliance with federal laws, and it is an opportunity to take stock of the progress made over the last four years, despite all the challenges faced over the last two. She noted that there will be opportunities for Trustees and stakeholders to participate in the process.

Ms. Ameen highlighted one successful program, Planning for Emerging Centers, which provides planning assistance for municipalities. In past years, the program has supported Raritan Borough's sustainable economic development plan, complete streets plans in Keyport and Hoboken, and a transit village initiative in Boonton, among others. May 16 is the deadline to apply for the next round of Planning for Emerging Centers grants, and winners will be announced later this year.

Ms. Ameen said several efforts are wrapping up with the end of the fiscal year on June 30. The regional On-Road Transportation Greenhouse Gas Inventory & Forecast is being finalized, and the Pedestrian Counts Study will be concluding. She said other studies are ongoing, including the Active Transportation Plan and the enhancement of the PRIME tool, which provides an interactive database of findings from past planning efforts.

Ms. Ameen said, this summer, some communities along the New Jersey shore and elsewhere will be undertaking Street Smart pedestrian campaigns, posting advisories along main routes and distributing information to promote safe behavior by both drivers and pedestrians. The communities include Absecon, Little Silver, Long Beach Island, and Manasquan, where the Southern Ocean Chamber of Commerce will be distributing the materials. She noted that many campaigns are assisted by Transportation Management Associations (TMAs).

Ms. Ameen noted that the Metropolitan Area Planning (MAP) Forum, of which the NJTPA is a member, along with nine other MPOs across four states, will hold a [virtual meeting on June 3](#).

#### **F. Presentation: Connect NEC 2035 – The Future of the Northeast Corridor**

Mitch Warren, Executive Director, Northeast Corridor Commission, outlined *Connect NEC 2035 – The Future of the Northeast Corridor (C35)*, the Commission’s 15-year service development plan and infrastructure planning process. Mr. Warren said, while C35 was developed before the IJA was passed, the timing is fortunate because it presents an unconstrained list of projects and workforce needs for which the commission can now seek funding as it looks to modernize the system and improve reliability. The C35 plan is available on the NEC [website](#).

Mr. Warren noted that the Northeast Corridor, a 457-mile rail corridor between Boston and Washington, D.C., carries more than 800,000 primarily commuter passengers a day and 2,000 commuter, intercity and freight trains operated by nine agencies. The 18-member commission is a collaborative partnership that includes a representative from each of nine states, and nine more representing Amtrak and the U.S. Department of Transportation. New Jersey’s representative on the NEC Commission is Kevin Corbett, CEO and President of NJ TRANSIT and a member of the NJTPA Board.

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

##### **Project Prioritization – Commissioner John P. Kelly, Chair**

Commissioner Kelly said the Committee considered four action items at the April joint meeting. First, the Committee approved the list of projects selected for the 2022 Safe Routes to School Program. He said NJDOT issued the solicitation for this funding opportunity last May, and a total of 41 eligible applications were received for projects in the NJTPA region. A Technical Review Committee reviewed the applications and recommended 22 Safe Routes to School projects totaling \$13.8 million for implementation.

The Commissioner said, next, the Committee considered a minor amendment to the current TIP to add the Route 57/182/Hackettstown Mobility Improvements Project in Warren and Morris counties. He said NJDOT requested the programming of \$5.89 million in Congestion Mitigation and Air Quality funds for the project’s construction phase in Federal Fiscal Year 2022. The funding is available from released program funds.

Commissioner Kelly said the third action item is a minor amendment that adds federal funds to the Route 22, Bridge over Echo Lake project in Union County. He said state funds had been appropriated for the project in the 2021 NJDOT Capital Program, but the agency has requested federalizing the programmed funding with \$10.36 million in Bridge Formula Program funds for construction in fiscal year 2022.

The Commissioner said the fourth action item is a minor amendment to the current TIP to add federal funds to four projects and one program. He said NJ TRANSIT requested the minor

amendment to reprogram unobligated prior fiscal year funding into the constrained 2022 TIP. The funds are available but programmed outside constrained years. Pursuant to Federal Transit Administration requirements, the funds need to be moved into the appropriate years to be authorized. He noted that there is no change in the amount of funding, just a shift into the 2022 element of the current TIP. The subject projects and program are as follows:

- Hudson-Bergen and Newark LRT System Project in Hudson County - \$4.82 million
- New Brunswick Station Platform Extension and Elevator Improvements in Middlesex County - \$9.89 million
- Lackawanna Cutoff MOS Project - \$50.49 million
- Light Rail Vehicle Rolling Stock Program – \$7.17 million
- Perth Amboy Intermodal ADA Improvements Project in Middlesex County - \$55.35 million

**Action Item 1: Approval of Projects for the 2022 Safe Routes to School Program (Attachment 2)**

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

**Action Item 2: Minor Amendment to the FY 2022 - 2025 Transportation Improvement Program to Add the Route 57/182/Hackettstown Mobility Improvements Project in Warren and Morris Counties as Requested by NJDOT (Attachment 3)**

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

**Action Item 3: Minor Amendment to the FY 2022 - 2025 Transportation Improvement Program to Add Federal Funds to the Route 22, Bridge over Echo Lake Project in Union County as Requested by NJDOT (Attachment 4)**

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

**Action Item 4: Minor Amendments to the FY 2022 - 2025 Transportation Improvement Program to Add Federal Funds to Five Projects/Programs as Requested by NJ TRANSIT**

- Hudson-Bergen and Newark LRT System Project in Hudson County
- New Brunswick Station Platform Extension and Elevator Improvements in Middlesex County
- Lackawanna Cutoff MOS Project
- Light Rail Vehicle Rolling Stock Program
- Perth Amboy Intermodal ADA Improvements Project in Middlesex County

(Attachment 5)

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

## **Planning and Economic Development – Commissioner Charles Kenny, Chair**

Commissioner Kenny congratulated Ms. Ameen on her retirement. He said the Committee did not consider any action items at the April joint meeting, but Central Staff provided an overview of federal developments. The committee also received written information items.

The Commissioner said much of what was heard about new federal funding and grant opportunities had been mentioned by Chair Bartlett and Ms. Ameen, including a much-needed infusion of funding for NJ TRANSIT as part of the legislation's overall support for critical infrastructure. He said this includes welcome developments such as many new competitive grant opportunities, as well as significant increases in formula funding for various programs, which will bolster existing efforts to enhance roads, bridges, transit, and walking/biking facilities.

Commissioner Kenny said, also at the meeting, Central Staff briefed the Committee on the NJTPA's Pedestrian Counts Study, which grew from a need to assess pedestrian volumes in the region in a comprehensive way. Last fall, count data was collected at over a hundred intersections in the region. He said data analysis and refinement is in progress, and the project will conclude in June. The data can be used in various subregional planning activities, including work to better accommodate and improve safety for walkers and bikers. He noted that the work supports the NJTPA's regional Active Transportation Plan now under development, as well as the goals of Plan 2050.

## **Freight Initiatives – Commissioner Jason Sarnoski, Chair**

Commissioner Sarnoski congratulated Ms. Ameen on her retirement. He said the April meeting of the Freight Initiatives Committee featured the NJTPA's annual New Jersey port and maritime update. He said the first speaker was Sam Ruda, Director of the Port Authority of New York & New Jersey (PANYNJ) Port Department. Mr. Ruda reported that current container traffic at the port is 8 to 10 percent higher than the record levels seen in 2021 and continues to grow, and this growth is driven by "a massive change in personal consumption" favoring goods over services, a trend that accelerated as people ordered online during the pandemic. Also, shippers facing congestion, backlogs, and labor negotiations at West Coast ports are shifting an increasing share of commerce to the East Coast. As a result, terminals are operating at full or nearly full capacity, but the port faces shortages of truck drivers, chassis, and other constraints.

The Commissioner said the next speaker was John Nardi, President of the New York Shipping Association, who informed the Committee that the growth in volume at the port has spurred a strong demand for workers at the maritime terminals, requiring the hiring of hundreds more workers. Mr. Nardi said the Association is working with the Council on Port Performance to conduct outreach to potential workers and communities in Newark, Elizabeth, and surrounding areas. Ms. Nardi noted that New Jersey has been seeking to withdraw from the Waterfront Commission and turn its oversight of hiring functions over to the New Jersey State Police, which would expedite the hiring process. However, the State of New York is attempting to block the withdrawal through legal action that could reach the Supreme Court.

Commissioner Sarnoski said the Committee then heard from Christopher A. Watson, Planning Official for the City of Newark, who briefed the Committee on a new redevelopment effort, called Forward-Bound Doremus. The effort focuses on five districts adjacent to Newark's Doremus Avenue. Mr. Watson said the project seeks to cultivate a "reciprocal relationship" that would link port businesses to local neighborhoods and nearby commercial activities while redevelopment efforts attract new port-related businesses.

The Commissioner said, among the committee member reports at the meeting, NJDOT noted that the 2022 update of the Federal Highway Administration-required State Freight Plan is underway with participation by the NJTPA and other stakeholders.

## **H) Public Participation**

Neile Weissman, Complete George, suggested two plans to help the PANYNJ to address the problem of bicycle vs. pedestrian traffic on the George Washington Bridge as part of the re-cabing project that is underway. One suggestion is to use the catwalk along the south path as the basis for a limited use bikeway. The other is a 10-foot wide bikeway running below the upper deck supports. He said he had asked the PANYNJ to vet these proposals including the potential for external funding. Mr. Weissman said the limitations of the current design will hobble the growth of cycling across the region for a generation.

Following the public participation portion of the meeting, Chair Bartlett said Ms. Ameen, who served as Executive Director since October 2018 and has been with the NJTPA since 2006, has been a steady hand guiding the NJTPA staff and working with the Board to oversee and approve billions of dollars of investments in the region. He said, through her day-to-day leadership, she has encouraged the NJTPA's innovative planning programs in cooperation with partner agencies, the subregions and the TMAs. The Commissioner said Ms. Ameen's leadership enabled the NJTPA to continue its operations and even thrive through the difficult time of the pandemic. He thanked her on behalf of the Board and wished her all the best in her retirement. The Commissioner read from a plaque describing Ms. Ameen's achievements during her tenure as NJTPA Executive Director.

Commissioner DeFillippo thanked Ms. Ameen for her ability to muster resources and staff to help make the transition to remote work and virtual meetings easier so that the NJTPA could continue to its vital work to support regional transportation during the pandemic. She also thanked Ms. Ameen for her support during her two years as NJTPA Chair. She wished her all the best in her retirement.

Jeffrey Nielsen, Governor's Authorities Unit (GAU), thanked Ms. Ameen for her strong leadership and wished her the best as she moves forward with her next chapter. He expressed gratitude on behalf of the GAU and the people of the State of New Jersey.

Commissioner Kowalski thanked Ms. Ameen for her guidance to staff, Board members and all the partners as she helped steer the agency through the pandemic and toward completing many of the major projects that are improving transportation and the lives of millions of New Jersey residents. She wished her a happy and healthy retirement.

Mary K. Murphy, PANYNJ, congratulated Ms. Ameen, who she said is always professional and insightful with expertise in many areas such as engineering, project management, and best business practices. In her own time as Executive Director of the NJTPA, Ms. Murphy said she mostly remembers the caring and compassion Ms. Ameen brought to her work and her effectiveness in improving the agency.

Commissioner Kelly echoed everyone's best wishes. He expressed appreciation that Ms. Ameen provided guidance to all the Board members graciously and treated them with deep respect. He wished her well in the future.

Ms. Ameen said leaving the NJTPA was a hard decision. She said anything she accomplished was because she had the support and trust of the people around her. She said a special aspect of the planning agency is that people are by nature thoughtful, forward thinking, and caring about quality of life in the region. Ms. Ameen said she learned much from everyone and thanked the NJTPA staff, the supportive and engaged Board, and the partners and stakeholders who all made her job a joy.

Chair Bartlett thanked Ms. Ameen on behalf of the Board. He said the search for her successor had begun, and NJTPA Deputy Executive Director Dave Behrend will serve as Acting Executive Director upon Ms. Ameen's departure at the end of June until that process concludes. He noted that the NJTPA is ready to make the best of the once-in-a-generation IJA funding opportunities and expand on the base Ms. Ameen has built.

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

Chairman Bartlett announced that the next virtual meeting of the NJTPA will be held on Monday, July 11 at 10:30 a.m.

#### **J) Adjournment**

At 11:48 a.m., motion to adjourn was made by Morris County, seconded by Ocean County and carried unanimously.

**NORTH JERSEY TRANSPORTATION PLANNING AUTHORITY, INC.**  
**Meeting of the Board of Trustees**  
**Attendance Record: May 9, 2022**

<b>Subregion/Agency</b>	<b>Voting Members/Alternates</b>	<b>Staff &amp; Others</b>
Bergen County	Peter Botsolas	Joseph Baladi
Essex County	David Antonio	
Hudson County	Byron Nicholas	Tom Malavasi
Hunterdon County	Hon. Susan Soloway Carrie Fellows	Katherine Fullerton
Jersey City	Barkha Patel	Elias Guseman
Middlesex County	Hon. Charles Kenny Doug Greenfeld	Solomon Caviness Mike Dannemiller
Monmouth County	Teri O'Connor	Shilpa Bhojappa David Schmetterer
Morris County	Hon. Kathy DeFillippo John Hayes	Dede Murray
Newark	Phillip Scott	Trevor Howard
Ocean County	Hon. John Kelly	Mark Jehnke
Passaic County	Hon. John Bartlett	Andras Holzmann Sal Presti
Somerset County	Hon. Sara Sooy	Ken Wedeen Adam Bradford
Sussex County	Hon. Chris Carney Tom Drabic	
Union County	Hon. Bette Jane Kowalski	Liza Betz
Warren County	Hon. Jason Sarnoski Dave Dech	Ryan Conklin
Office of the Governor	Jeffry Nielsen	
NJDOT	Mike Russo	Andrew Swords
NJ TRANSIT	Jeremy Colangelo-Bryan	Joseph Quinty
Port Authority of NY & NJ	Jay Shuffield	
Citizen's Representative	Jared Rodriguez	

<b>Other Attendees</b>	
Anna Aleynick	AECOM
Dan Callas	Avenues in Motion
Neile Weissman	Complete George
Jack Kanarek	Dewberry

**Approved May 9, 2022**

Sutapa Bandyopadhyay	FHWA
Ted Del Guercio, III	McManimon, Scotland & Baumann LLC
Mitch Warren	NEC Commission
Beth Boehlert	NEC Commission
Various members of Central Staff	NJTPA
Mary K. Murphy	PANYNJ
R. Statuto	Paterson
Jasmine Grossmann	
Scott Diehl	
Richard Hammer	
Earl Pearson	

**Approved May 9, 2022**

**DRAFT RESOLUTION: APPROVAL OF PROJECTS FOR THE 2022 SAFE ROUTES TO SCHOOL 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 Transportation Alternates Set-Aside program (TA Set-aside) and Safe Routes to School program are supported in the Infrastructure Investment and Jobs Act of 2021 with a set-aside of funds under the Surface Transportation Block Grant Program (STBGP); and

**WHEREAS**, the TA Set-aside program and Safe Routes to School program provide an opportunity for eligible applicants to apply for federal funding for the construction of community based “non-traditional” projects designed to strengthen the cultural, aesthetic, and environmental aspects of the nation’s intermodal system; and

**WHEREAS**, the New Jersey Department of Transportation (NJDOT) conducted separate solicitations and awards for the TA Set-aside program and the Safe Routes to School program; and

**WHEREAS**, the New Jersey Department of Transportation (NJDOT) sent out solicitation notifications for Safe Routes to School in May 2021 inviting eligible applicants to submit for the program; and

**WHEREAS**, the NJDOT received 41 eligible SRTS applications in the NJTPA region; and

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

**WHEREAS**, within the NJTPA region, the NJDOT has agreed to award the top-scoring SRTS projects with a funding total of \$13.842 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

**Approved May 9, 2022**

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 Safe Routes to School 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.

Approved May 9, 2022

**DRAFT RESOLUTION: MINOR AMENDMENT TO THE FY 2022 – 2025  
TRANSPORTATION IMPROVEMENT PROGRAM TO  
ADD THE ROUTE 57/182/HACKETTSTOWN MOBILITY  
IMPROVEMENTS PROJECT IN WARREN AND MORRIS  
COUNTIES 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 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 federal funds to the Route 57/182/46, Hackettstown Mobility Improvements Project (DB# 9237) in Warren and Morris counties for the Construction phase of work; 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 2022 TIP conforms to the MAP-21/FAST Act and Infrastructure Investment and Jobs Act performance-based planning requirements; and

**Approved May 9, 2022**

**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 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 May 9, 2022**

**DRAFT RESOLUTION: MINOR AMENDMENT TO THE FY 2022 – 2025  
TRANSPORTATION IMPROVEMENT PROGRAM TO  
ADD FEDERAL FUNDS TO THE ROUTE 22, BRIDGE  
OVER ECHO LAKE PROJECT IN UNION 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 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 federal funds to the Route 22, Bridge over Echo Lake project (DB# 14330) in Union County for the Construction phase of work; 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 2022 TIP conforms to the MAP-21/FAST Act and Infrastructure Investment and Jobs Act performance-based planning requirements; and

**Approved May 9, 2022**

**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 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 May 9, 2022**

**DRAFT RESOLUTION: MINOR AMENDMENTS TO THE FY 2022 – 2025  
TRANSPORTATION IMPROVEMENT PROGRAM TO  
ADD FEDERAL FUNDS TO FIVE PROJECTS/PROGRAMS  
AS REQUESTED BY NJ TRANSIT**

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

**WHEREAS**, the NJTPA formally adopted the FY 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 are added above the specified threshold and a new air quality conformity determination is not required this constitutes a minor amendment; and

**WHEREAS**, NJ TRANSIT is requesting the addition of federal funding to the following: Hudson-Bergen and Newark LRT System Project (DB# T87) in Hudson County; New Brunswick Station Platform Extension and Elevator Improvements Project (DB# T532) in Middlesex County; Lackawanna Cutoff MOS Project (DB# T535) in Morris, Sussex and Warrant Counties; Light Rail Vehicle Rolling Stock Program (DB# T550); and Perth Amboy Intermodal ADA Improvements Project (DB# T620) in Middlesex County; 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 TIP conforms to the MAP-21/FAST Act and Infrastructure Investment and Jobs Act performance-based planning requirements; and

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

**Approved May 9, 2022**

**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 2022 – 2025 Transportation Improvement Program.

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