



## KATHRYN A. DeFILLIPPO, CHAIR

### Board Meeting Minutes

July 12, 2021

---

#### A. Open Public Meetings Act Compliance

First Vice-Chair Commissioner John Bartlett, Passaic County called the meeting to order at 10:30 a.m., noting that he was filling in for Chair DeFillippo who was unable to attend. Beverly Morris reported that, in accordance with the Open Public Meetings Act, Chapter 231, P.L.1975, adequate notice of this meeting had been forwarded to the *Star Ledger*, the *Asbury Park Press*, the *Courier News*, the *Daily Record*, the *Home News Tribune*, the *Jersey Journal*, *New Jersey Herald*, and *The Record*.

#### 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 May 10, 2021 meeting was made by Monmouth County seconded by Port Authority of New York & New Jersey (PANYNJ) and carried unanimously. Ocean County abstained.

A motion to approve the minutes of the June 1, 2021 special meeting was made by Monmouth County, seconded by Middlesex County and carried unanimously.

#### D. Chair's Remarks

Commissioner Bartlett welcomed the newest Alternate Trustee from the Governor's Authorities Unit, Associate Council Jeffrey Nielsen. The Commissioner read the Chair's report on behalf of Commissioner DeFillippo. Commissioner Bartlett noted that a new state fiscal year began July 1<sup>st</sup> and announced the release of three crucial documents for the July 6-August 4 public comment period: The latest long range transportation plan – *Plan 2050: Transportation | People | Opportunity*; an updated Transportation Improvement Program (TIP) and the air quality conformity determination conducted on both documents. The Commissioner said that the plan represents the NJTPA's vision for the future, backed up by data and analysis, and drawing on extensive public outreach.

Commissioner Bartlett said the TIP, through which the long range plan is implemented in the short term, contains 263 projects and programs totaling \$11.5 billion through 2025, and the conformity determination meets federal requirements for documenting air quality impacts. He said the drafting and release of these documents represent a major accomplishment, as they were prepared and finalized during the life-altering pandemic and events of the past year and a half. Commissioner Bartlett said the NJTPA used virtual means to hold symposia, stakeholder meetings, and outreach events, and staff coordinated with partner agencies on the plan, TIP, and conformity while working 100 percent remotely. The period of total remote work is slated to end on September 7<sup>th</sup>, when all staff will return to work at the Newark headquarters – an important milestone on the road back to normal operations.

The Commissioner noted that the long range plan identifies some of the lessons and priorities for the future from the experience:

- The pandemic has raised public health, which was sometimes not focused on, as a top concern.
- Remote work has opened up new ways of living and working for many people, but it is also altering commuting patterns and possibly revenues for transportation.
- New recognition has been given to addressing the travel needs of essential workers.
- There is more awareness of the impacts of inequality and racial discrimination, including in the transportation sector, and more must be done to address those issues.
- The pandemic greatly increased e-commerce, adding delivery traffic to local roads and altering land use in many areas.
- The growing impacts of climate change have added urgency to efforts to reduce greenhouse gas emissions.
- People have rediscovered streets in their communities for dining, recreation, and other activities, giving new impetus to “complete streets” designs and highlighting the value of walking and biking.

Commissioner Bartlett said, with Plan 2050, the NJTPA will focus efforts on addressing these and other issues on the long road to recovery. He said the plan conservatively forecasts that it will take five to ten years for a full recovery, but noted that things are moving quickly, with growing pains, such as labor shortages and price increases on some goods. The Commissioner said, overall, the Board can be proud that the NJTPA has provided solid guidance and investments to see the region through the recovery and the long term.

The Commissioner said the agency looks forward to the possibility of additional federal funding for infrastructure. He said one encouraging sign is the recent visit to the Hudson River rail tunnel by Transportation Secretary Pete Buttigieg, who offered his support for the \$11 billion project to build a new tunnel, an effort that NJ TRANSIT and the PANYNJ have worked hard to advance. The project recently obtained key federal environmental approvals. He noted that the Hudson River tunnels and the overall Gateway Program are important components of Plan 2050. He urged all to read the Plan—as well as the TIP and conformity documents—and provide their comments if they have not already done so. The public comment period also includes the State’s

Transportation Improvement Program (STIP), which compiles the TIPs of all three MPOs in the state. He thanked the Board for their continuing input and support in these important efforts.

Commissioner Bartlett asked for any comments from NJDOT and NJ TRANSIT. Jeremy Colangelo-Bryan, NJ TRANSIT, said the agency continues to see increases in ridership across all their markets – local bus, interstate bus to New York, rail, etc. He said the numbers are still below those of 2019, but the last few months have shown steady increases. Mr. Colangelo-Bryan encouraged all to visit [NJransit.com/recovery](https://www.njtransit.com/recovery) to read “NJ transit: Your Ride to Recovery,” a comprehensive description of actions taken by NJ TRANSIT during the pandemic and a view of its path forward.

## **E. Executive Director’s Report**

NJTPA Executive Director Mary D. Ameen reported on activities of the Central Staff since the last Board meeting. She said the NJTPA is entering a transition phase as staff members move from working entirely remotely to a full return to the office after Labor Day.

Ms. Ameen said the public comment period for the draft Plan 2050, the TIP, STIP, and Air Quality Conformity Determination is underway, and she thanked all the subregions and partner agencies who provided feedback on these draft documents thus far. She also thanked staff for all their work drafting the documents and conducting extensive public outreach over the past year.

Ms. Ameen highlighted some of the work Central Staff and the subregions completed in the last fiscal year. She said four Subregional Studies were concluded, and the final reports will be posted on the NJTPA website shortly. They include the Hudson County Ferry Service Expansion Study, the Monmouth County Tourism and Event Travel Demand Management Study, the Union County Truck Mobility Study, and the Warren County Transportation Plan.

Ms. Ameen said work continues on the Somerset County Roadway Corridor Safety Analysis Study, and two more consultant-supported studies recently got underway: Bike Passaic County, a county-wide bicycle master plan; and the Jersey City Alternate Transportation Modes Assessment. She commended all the subregions for their ability to adapt their work and find creative ways to conduct outreach during the pandemic.

Ms. Ameen said staff is finalizing in-house studies, including completing a Sustainable Economic Development Plan for the Borough of Raritan, and a Complete Streets Policy and Implementation Plan for the Borough of Keyport through the NJTPA Planning for Emerging Centers program. She said the Congestion Management Process has been updated to better reflect system performance, particularly when it comes to accessibility and mobility. Ms. Ameen said the Transportation Demand Management and Mobility Plan was also completed and provides a framework for the NJTPA and partners to coordinate efforts that support mobility and accessibility goals in the region.

Ms. Ameen said work to improve pedestrian safety through the Street Smart NJ program continues, and several communities along the Jersey Shore are participating in summer campaigns in the effort to reach thousands of people with safety messages during this peak travel season.

Ms. Ameen noted that the NJTPA Freight Concept Development Program has two active projects: The Berkshire Valley Road Truck Circulation Project in Morris County and the Port Reading Secondary South Main Street Grade Crossing Elimination Project in Somerset County. Also, five Local Concept Development Studies continue, and five new Subregional Studies will begin this year. She said all of this work is detailed in the NJTPA Fiscal Year (FY) 2022 Unified Planning Work Program.

#### **F. Planning for 2050 Presentation: Climate Resilience and Transportation**

Anne Choate, ICF said the NJTPA and other Metropolitan Planning Organizations (MPOs) can take a leadership role in moving climate change resiliency planning beyond basic research about vulnerabilities to more detailed action plans tailored to local conditions. She said studies of transportation resiliency needs around the country funded by the Federal Highway Administration (FHWA) over the last decade have yielded increasing knowledge to guide more “granular” and “place-based” investigations in each region.

Ms. Choate said New Jersey has faced particular challenges. A 2020 study by the New Jersey Department of Environmental Protection found that by mid-century sea levels could rise by 1.4 feet and precipitation could increase 4 to 11 percent in the state, exacerbating already severe flooding in many areas. Sea level rise will be accompanied by more frequent heat waves of longer duration, with increasing health impacts for seniors and other vulnerable populations. Ms. Choate emphasized that the success of transportation resiliency efforts depends on avoiding adaptation islands by recognizing the interconnected and interdependent nature of systems affected by climate change, including energy, water, health, natural resources and more.

Ms. Choate noted that the NJTPA was an early leader in climate change resiliency planning through its participation in FHWA-sponsored studies, including exploring the impacts of Hurricane Irene and Superstorm Sandy and later identifying vulnerabilities in the Passaic River basin area. Lessons learned from these and other efforts, she said, will be reflected in guidebooks FHWA will be issuing on integrating resiliency into the planning process and in asset management.

Ms. Choate said MPOs are particularly important to resiliency efforts because climate impacts cross jurisdictional boundaries and touch many interests. She said their ability to convene diverse stakeholders, coordinate on a regional basis and balance competing concerns such as equity, mobility, access and health can provide resiliency planning opportunities for synergy in achieving multiple goals.

Ms. Choate said, to gain support of the public and key officials, MPOs can help build the “business case” for resiliency planning. She gave the example of a detailed economic analysis done of proposed stormwater upgrades in Miami. While the improvements are costly, conducting the analysis enabled planners to have conversations with developers and others about their potential benefits. Commissioner Bartlett thanked Ms. Choate for her presentation and expressed agreement with the approach, noting that for resiliency, “inaction can cost more than action.”

## G. Committee Reports/Action Items

### Project Prioritization – Commissioner John W. Bartlett, Chair

Commissioner Bartlett reported on the activities of the Project Prioritization Committee at the joint committee meeting in June. He said the Committee recommended approval of five action items, four of which were on the agenda.

- A minor amendment to the current TIP to add \$24 million in federal funds to the Bridge Preventive Maintenance Program, as requested by the New Jersey Department of Transportation – He said three maintenance bridge painting contracts are ready for authorization, and funds will be reprogrammed from other bridge programs and prior-year unobligated balances for these contracts.
- A minor amendment to the current TIP to add the Bayonne Commuter Ferry Pier and Dock Improvements project, as requested by the City of Bayonne – the project has received a Federal Transit Administration Passenger Ferry discretionary grant in the amount of \$657,000. Additional funding for the project, which includes a ferry terminal, will be provided by the City of Bayonne using Urban Enterprise Zone funds, developer contributions, and Special Improvement District funds.
- A minor TIP amendment to add \$6.332 million in Disaster Recovery and Resiliency Program funds as requested by the PANYNJ –the amendment adds funding to two projects, both in Hudson County: the Concrete Sea Wall East of Harrison Care Maintenance Facility and the Harrison Maintenance Facility Automatic Flood Barrier. The additional funding is needed due to field conditions and delays, and the funds are available from unobligated balances from two completed projects in the Disaster Recovery and Resiliency Program.
- Approval of the initial financial plan for the Route 80, Route 15 Interchange Improvements Project in Morris County – this and other projects with a total cost of \$100 to \$300 million are required to have a detailed financial plan that is updated annually. This project involves the replacement of two missing ramps and movements on Routes 80 and 15. The projected total cost of the project is now estimated at \$146.3 million.

Commissioner Bartlett said the fifth item considered by the Committee is a modification to the TIP to add federal funds to the Route 4 Bridge over Palisade Avenue, Windsor Road and CSX project in Bergen County as requested by the New Jersey Department of Transportation. The modification would add \$4.3 million in federal funding for the project’s design phase of work, instead of previously programmed state funds. He said the additional funding is available from unobligated prior balances and National Highway Performance Program funds. The Committee approved the modification, and no further action was needed.

The Commissioner said, also at the meeting, the Committee heard an update from Central Staff on the draft 2022-2025 TIP, which is now undergoing public comment.

**Action Item 1: Minor Amendment to the FY 2020-2023 Transportation Improvement Program to Add Federal Funds to the Bridge Preventive Maintenance Program as Requested by the New Jersey Department of Transportation (Attachment 2)**

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

**Action Item 2: Minor Amendment to the FY 2020-2023 Transportation Improvement Program to Add the Bayonne Commuter Ferry Pier and Dock Improvements Project as Requested by the City of Bayonne (Attachment 3)**

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

**Action Item 3: Minor Amendment to the FY 2020-2023 Transportation Improvement Program to Add Disaster Recovery and Resiliency Program Funds as Requested by the Port Authority of New York & New Jersey (Attachment 4)**

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

**Action Item 4: Approval of the Initial Financial Plan for the Route 80, Route 15 Interchange Improvements Project (Attachment 5)**

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

**Planning and Economic Development – Commissioner John P. Kelly, Chair**

Commissioner Kelly reported on the activities of the Planning and Economic Development Committee at the June joint meeting. He said the Committee heard a presentation on the Accessibility and Mobility Strategy Synthesis study, which updates the NJTPA's Congestion Management Process. The study identifies needs related to improving the movement of people and goods on all modes of transportation in the region and organizes these needs based on types of destinations. He said an equity assessment determined additional needs of disadvantaged and vulnerable populations. The study also identified potential actions to address identified needs. Study products are being finalized and posted to the NJTPA website.

The Commissioner said, also at the meeting, Staff provided an overview of the 30-day public comment period that was currently underway for Plan 2050; the Fiscal Year 2022-25 TIP, and the accompanying Air Quality Conformity Determination. He said, among other elements, the updated long-range plan, which was developed under direction of the committee, includes:

- Forecasts for significant growth through 2050, including an additional 1 million people and 300,000 jobs.
- An analysis of system performance based on required federal measures and targets jointly developed with the state.

- Discussion of a wide range of strategies for moving the region forward, including support for the trans-Hudson Gateway Program, improved safety, expanded walking and biking opportunities, adoption of new technologies, and expanding transit options
- A separate environmental chapter focusing attention on climate change and other issues; and
- A financial element that calls for annual revenue growth of 2.3 percent and a total of \$120 billion over the life of the plan.

Commissioner Kelly said the Plan, TIP, and conformity documents will be considered for approval at the August 16 Joint Committee meeting and will be subject to Board approval at their September 13 meeting.

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

Commissioner Kenny said the Committee heard the annual Trucking Industry Update at its June meeting. He said the first guest speaker, Bob Costello, Chief Economist for the American Trucking Associations, reported there has been a surge in demand for goods movement due to several factors: the tremendous growth in e-commerce; increased demand for construction materials, driven by record home building activity; and expanding domestic manufacturing production. He said the logistics industry's response is being hampered by a shortage of over 100,000 truck drivers nationally. Mr. Costello said increased pay for drivers may not solve the problem on its own, as many potential drivers are also seeking to avoid the often-grueling demands of the job, including spending long stretches away from home.

The Commissioner said the next speaker, Dan Murray, Senior Vice President of the American Transportation Research Institute, said a recent report by his organization found that the lack of truck parking was drivers' top concern and contributed to drivers leaving the industry. He noted that, if left unaddressed, this issue could impair the nation's ability to meet its freight demands. He said providing secure and safe parking will help attract more drivers, particularly women who are just seven percent of this workforce. Mr. Murray said, also of great concern is a growing shortage of diesel mechanics and the rising cost of insurance, especially challenging for small operators.

Commissioner Kenny said the final speaker was Thomas Weakley, Director of Operations at the Owner-Operator Independent Drivers Association, who said the organization's members, after facing extreme difficulty during the pandemic, are now benefiting from a growing demand for freight hauling and increasing prices. He said, in contrast to staff shortages facing large trucking companies, there is a growing demand by truckers to become owner-operators. Applications for authorization to become independent are up 60 percent from last year.

The Commissioner said, also at the meeting committee members learned that containerized cargo volumes at the Port rose about 20 percent in April compared to last year, and rail lifts increased by 5.8 percent. Container traffic was particularly strong in the first half of 2021, including the arrival of the largest container vessel ever to call on the East Coast.

## H) Public Participation

Sutapa Bandyopadhyay, FHWA, reminded all of the FHWA's Advanced Transportation Technologies Grant, for which states, cities and local agencies are eligible. Applications for this grant are due August 24 and an informational webinar was scheduled for July 13.

Ms. Bandyopadhyay said applications for discretionary grant funding through the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) program were due that day. She encouraged all considering projects for this grant next year to visit the FHWA website to access a recording of an informational webinar.

Suzanne Mack, Hudson County, thanked the NJTPA for its support of dock improvements to initiate ferry service from Bayonne to New York City (Action Item 2).

Tara Mezzanotte, I80 DWG Coalition, said the contested \$150 million I-80 Rockfall Mitigation Project in Warren and Hunterdon counties needs review. She presented several quotes from the September 2019 NJTPA Board meeting, when the TIP, which includes the project, was approved for funding. She said opponents of the project were told to "trust the process," but it has not worked for them. Ms. Mezzanotte cited the following quotes from the September 2019 NJTPA Board meeting.

- "After Board approval, projects in TIP are subject to change in design scope and schedule and modifications and amendments can occur regularly at Board and committee meetings which also include opportunities for public comment. A project can even be deleted from the TIP through the amendment process." Ms. Mezzanotte said that amendment process did not work. Her county requested an amendment to the project in October 2019, and NJDOT said they have no plans to amend this project.
- "The NJDOT has assured the Board they are working to reach a mutually satisfactory solution during the environmental review process." Ms. Mezzanotte said that is not happening.
- "He noted that items in the TIP can be amended or modified after the proposed TIP is approved." "The freeholder noted that communication among Warren County, the affected municipalities and NJDOT will continue, and she is optimistic that cooperation will result in a project most will be pleased with." Ms. Mezzanotte said that has not happened.
- "The I-80 project is still in an early phase." Ms. Mezzanotte said the project is not in an early phase; it has been in development since 2011; and it may still need further development and adjustment.
- "He said the members of the public who came to express their concerns make a strong case for further analysis, and the project must be done cost effectively and with minimal impact." "There will be a public hearing in 2020." Ms. Mezzanotte said there have been over 17 requests for public hearings where NJDOT could answer questions on record, but none were granted.

- “He expressed optimism that continued stakeholder communication will help resolve issues with the project.” Ms. Mezzanotte said nothing has happened that has given the stakeholders any confidence that this process can work for them.

Ms. Mezzanotte said the I80 DWG Coalition is asking the NJTPA Board to “not be a part of this problem” and help bring the issue into some kind of resolution over the next few months, “because this process hasn’t worked.”

Commissioner Jason Sarnoski, Warren County, thanked Chair DeFillippo and Ms. Ameen for working diligently with NJDOT and certain stakeholders to set up a meeting for July 14, where it is hoped that the concerns can be addressed.

Mike Russo, NJDOT, said many are aware that the project is undergoing an Environmental Impact Statement (EIS) study as part of federal National Environmental Policy Act process. (After the meeting, Mr. Russo corrected himself, noting that the project is actually going through the Environmental Assessment (EA) process, not EIS.) He said there will be a public hearing associated with the environmental review process, and there have been several stakeholder meetings, public involvement meetings, and community outreach meetings, including one that was held at the NJTPA almost two years ago at request of the NJTPA and other stakeholders. He said outreach is ongoing and Wednesday’s meeting will include Commissioner Sarnoski, other Warren County representatives and members of the NJDOT team. Mr. Russo said there have been opportunities for public comment on the project, and such opportunities will continue as part of the environmental review process.

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

Commissioner Bartlett announced that the next meeting of the NJTPA will be held virtually on Monday, September 13, 2021, at 10:30 a.m.

#### **J) Adjournment**

At 12:15 p.m., a motion to adjourn was made by Ocean County, seconded by Essex County and carried unanimously.

## Attachment 1

**NORTH JERSEY TRANSPORTATION PLANNING AUTHORITY, INC.**  
**Meeting of the Board of Trustees**  
**Attendance Record: July 12, 2021**

<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	
Hunterdon County	Hon. Zach Rich	Katherine Fullerton
Jersey City		Elias Guseman
Middlesex County	Hon. Charles Kenny Doug Greenfeld	Solomon Caviness Vijayant Rajvanshi
Monmouth County	Teri O'Connor	Joseph Ettore Shilpa Bhojappa
Morris County	John Hayes	Dede Murray
Newark	Phillip Scott	Trevor Howard
Ocean County	Hon. John Kelly John Ernst	
Passaic County	Hon. John Bartlett	Mike Lysicatos Andras Holzmann Sal Presti
Somerset County	Hon. Sara Sooy Walt Lane	Ken Wedeen
Sussex County	Hon. Chris Carney Tom Drabic	
Union County	Hon. Lourdes Leon	Liza Betz
Warren County	Hon. Jason Sarnoski David Dech	
Governor's Office	Jeffry Nielsen	
NJDOT	Mike Russo	Andrew Swords
NJ TRANSIT	Jeremy Colangelo-Bryan	
Port Authority of NY & NJ	Jay Shuffield	
Citizen's Representative	Jared Rodriguez	

<b>Other Attendees</b>	
Anna Aleynick	AECOM
Suzanne Mack	City of Bayonne
Neile Weissman	Complete George
Jack Kanarek	Dewberry

**Resolution Approved July 12, 2021**

Sutapa Bandyopadhyay	FHWA
Ray Tomczak	Federal Transit Administration
Paul St. Onge	Gibbons PC
Bob Werkmeister	GPI
Tara Mezzanotte	I80 DWG Coalition
Anne Choate	ICF
Benjamin Edwards	ICF
Ted DelGuercio, III	McManimon, Scotland & Baumann, LLC
Sudhir Joshi	NJDOT
Various members of Central Staff	NJTPA
Paul Drake	Somerset County
Vichika Iragavarapu	STV Inc.
Dan Callas	TransOptions
Laurie Sobel	
Matthew Rivas	
Randy Nutakor	
Robert Nash	
Coleen Wilson	

**DRAFT RESOLUTION: MINOR AMENDMENT TO THE FY 2020 – 2023  
TRANSPORTATION IMPROVEMENT PROGRAM TO  
ADD FEDERAL FUNDS TO THE BRIDGE PREVENTIVE  
MAINTENANCE PROGRAM AS REQUESTED BY THE  
NEW JERSEY DEPARTMENT OF TRANSPORTATION**

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

**WHEREAS**, the NJTPA formally adopted the FY 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 (NJDOT) has requested the addition of National Highway Performance Program (NHPP) funds to the Bridge Preventive Maintenance Program (DB# 13323) as made available from the Bridge Maintenance Fender Replacement Program (DB# 17357) and the Bridge Maintenance Scour Countermeasures Program (DB# 17358); 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

## Resolution Approved July 12, 2021

**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 BAYONNE COMMUTER FERRY PIER AND  
DOCK IMPROVEMENTS PROJECT AS REQUESTED BY  
THE CITY OF BAYONNE**

**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 City of Bayonne has requested the addition of the Bayonne Commuter Ferry Pier and Dock Improvements (DB# N1904) project to the FY2020 – 2023 TIP; and

**WHEREAS**, fiscal constraint is maintained because funds have been made available for this project through a Federal Transit Administration Passenger Ferry Grant (Section 5307); and

**WHEREAS**, this minor amendment is 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 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

**Resolution Approved July 12, 2021**

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

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

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

**DRAFT RESOLUTION: MINOR AMENDMENT TO THE FY 2020 – 2023  
TRANSPORTATION IMPROVEMENT PROGRAM TO  
ADD FEDERAL DISASTER RECOVERY AND  
RESILIENCY PROGRAM FUNDS AS REQUESTED BY  
THE PORT AUTHORITY OF NEW YORK AND 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**, 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 Port Authority of New York and New Jersey (PANYNJ) has requested the addition of Disaster Recovery and Resiliency Program funds (Sect 5324) to the Concrete Sea Wall East of Harrison Car Maintenance Facility (DB# PA1424) and the Harrison Car Maintenance Facility Automatic Flood Barrier (DB# PA1423), as made available from the Priority Protective Measures program (DB# PA1410) and the Priority Protective Measures with Potential Environmental Impacts program (DB# PA1411); 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

## Resolution Approved July 12, 2021

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

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

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

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

**DRAFT RESOLUTION:                      APPROVAL OF THE INITIAL FINANCIAL PLAN  
FOR THE ROUTE 80 ROUTE 15 INTERSECTION  
IMPROVEMENTS PROJECT**

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

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

**WHEREAS**, a Financial Plan addresses the following elements:

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

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

**Resolution Approved July 12, 2021**

**WHEREAS**, the Route 80, Route 15 Intersection Improvement project (DB# 93139 and 93139A) involves providing two of the three missing ramp movements at the Route 80 and Route 15 Interchange via new ramps that service traffic movements from Route 80 eastbound to Route 15 southbound (Ramp H) and Route 15 northbound to Route 80 westbound (Ramp G). To support these two new ramps, two new bridges will be required, one existing bridge on Route 80 will be replaced and two existing bridges on Route 80 will be repaired and widened. Three existing bridges on Route 15 that require widening to support the project will be replaced to correct bridge deficiencies; and

**WHEREAS**, the New Jersey Department of Transportation (NJDOT) has submitted an Initial Financial Plan for the Route 80, Route 15 Intersection Improvements project, with total costs of approximately \$146.27 million; and

**WHEREAS**, NJTPA Central Staff has reviewed the Initial Financial Plan and has found the elements listed above to be consistent with federal guidance; and

**WHEREAS**, NJTPA Central Staff has reviewed the Initial Financial Plan and has found the project to be consistent with the fiscal constraint requirements of the Long Range Transportation Plan and the FY 2020 – FY 2023 TIP as revised; and

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

**NOW, THEREFORE, BE IT RESOLVED**, that the North Jersey Transportation Planning Authority hereby approves the Initial Financial Plan for the Route 80, Route 15 Intersection Improvements Project.

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