



JOHN W. BARTLETT, CHAIR

Board Meeting Minutes

November 14, 2022

A. Open Public Meetings Act Compliance

Chair John W. Bartlett, Passaic County, called the meeting to order at 10:30 a.m. Beverly Morris reported that, in accordance with the Open Public Meetings Act, Chapter 231, P.L.1975, adequate notice of this meeting was forwarded to the *Star Ledger*, the *Asbury Park Press*, the *Courier News*, the *Daily Record*, the *Home News Tribune*, the *Jersey Journal*, *New Jersey Herald*, and *The Record*. Ms. Morris said the agenda was posted at the Essex County Hall of Records in Newark.

B. Roll Call

Ms. Morris called the roll and 19 voting members were present. (Attachment 1).

C. Approval of Minutes

A motion to approve the minutes of the September 12, 2022 meeting was made by Union County, seconded by Monmouth County and carried unanimously.

D. Executive Committee Action Items

Action Item 1: Approval of a Resolution Authorizing the NJTPA Board to Enter into Closed Session (Attachment 2)

The Board was asked to enter a closed session via a separate teleconference to consider the recommendation by the Executive Committee regarding the hiring of a new NJTPA Executive Director.

A motion to enter a closed executive session of the Board members was made by Hunterdon County, seconded by Somerset County and carried unanimously.

A motion to exit the closed executive session was made by Hunterdon County seconded by Somerset County and carried unanimously.

Action Item 2: Approval of a Resolution Authorizing the Negotiation and Execution of an Employment Contract for Executive Director Between David W. Behrend and the North Jersey Transportation Planning Authority, Inc. (Attachment 2)

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

E. Chairman's Remarks

On behalf of the Board, Chair Bartlett congratulated and thanked Mr. Behrend for his work as Acting Executive over the past four months. He said the Executive Committee worked closely with Human Resources at NJIT and widely advertised the position. They received nine applications and ultimately decided to interview four finalists, one of which withdrew prior to interview. The Chair said he and Commissioners John Kelly, Ocean County; Charles Kenny, Middlesex County; and Bette Jane Kowalski, Union County, interviewed three candidates at the NJTPA offices in early October. They deliberated and conferred with Commissioner Jason Sarnoski, Warren County, the fifth member of the Executive Committee and ultimately recommended Mr. Behrend for the job. Chair Bartlett said Mr. Behrend's experience leading the agency's extraordinary staff and collaborating with many partner agencies will provide important continuity as the NJTPA looks to seize all the funding opportunities made available under the Infrastructure Investment and Jobs Act (IIJA) and other initiatives. He said he is confident that Mr. Behrend and staff will continue to work well with the Board, the subregions and the partner agencies. He thanked the Executive Committee members for their hard work on the search process.

Mr. Behrend thanked the Executive Committee and the full board for putting their trust in him to lead NJTPA staff on a permanent basis. He said it is very gratifying to have the support of the Board and staff as he moves into this role. Mr. Behrend thanked all the previous NJTPA Board Chairs and members and executive directors with whom he worked over the years and who gave him opportunities to grow in the organization and help the NJTPA grow over the years. Mr. Behrend thanked NJTPA's great staff—past and present—who he has come to know and respect over his many years there. He said they are all an asset to the Board and to the region. Mr. Behrend said he looks forward to continuing the growth and development of the agency and making it more effective, a better place to work, and a better servant to the region.

The Chair provided an overview of the onsite portion of the recent USDOT federal certification review of the NJTPA, which took place November 1-3. He said he was pleased to participate in a panel discussion on the NJTPA's planning process with members of the Board, RTAC representatives, and the Transportation Management Associations (TMAs). He thanked Commissioners Kelly, Kowalski, Sarnoski, and Kathy DeFillippo, Morris County, for joining the discussion to talk to the federal agencies about the important role the NJTPA plays in the region and subregions. Chair Bartlett also thanked RTAC Vice Chair Byron Nicholas, Hudson County, Jeremy Colangelo-Bryan, NJ TRANSIT and Tara Shepard, Executive Director of Go Hunterdon and President of the TMA Council of New Jersey, for participating.

Chair Bartlett said a common theme among all the comments was that the NJTPA staff does a great job working with the Board and the many partners in the region and state. He thanked them for all their efforts to get ready for the certification review. He said the final report on the review is expected to be issued in April, and the federal partners indicated they plan to provide several commendations, including for the NJTPA's safety, freight, and performance-based planning work; Complete Streets Technical Assistance Program; the creation of a data viewer to support state Strategic Highway Safety Plan implementation; and innovative public engagement. The Chair said that the review team will also be making some recommendations, most of which will focus on continuing and strengthening existing initiatives.

The Chair announced that two projects were selected for the 2023 Together North Jersey Vibrant Places Technical Assistance Program, which is funded by the NJTPA and conducted in partnership with the Voorhees Transportation Center at Rutgers, and the New Jersey Department of Community Affairs:

- The City of Lambertville in Hunterdon County will be developing an augmented reality walking tour that will depict the historic and potential future impacts of climate change and flooding events in the community. This will include photographic renderings, videos, and other multi-media components to raise awareness about how residents can get involved in resiliency planning.
- The other project is being led by the Musconetcong Watershed Association, which will develop a strategic vision plan for the Village of Asbury in Warren County. The goal of the plan is to create a pedestrian-oriented atmosphere that attracts visitors and businesses, while leveraging the watershed's many historic, cultural, and natural assets.

The Chair said the region has already seen its formula funding for bridge replacements and repairs increase thanks to the IJJA, and it is expected to receive more than \$100 million over five years to expand the state's electric vehicle charging network. He said this funding directly supports the goals that are detailed in Plan 2050 to keep transportation infrastructure in a state of good repair and to implement technology—like electric vehicle charging—that will help improve air quality and the environment. He said, during this meeting, the Board would vote on adding \$418.5 million to the Transportation Improvement Program (TIP) for the Portal North Bridge, which he said is a vital regional and national project. The new bridge will be a fixed span, with a higher clearance to allow more ships to pass below it. It will also allow NJ TRANSIT to operate longer and higher capacity trains.

Chair Bartlett reminded all to inform NJTPA staff if they are planning to apply for any IJJA-related grants. Staff can help by providing letters of support, access to data, and other assistance, he said. the NJTPA continues to post updates about funding opportunities at [NJTPA.org/IJJA](https://www.njtpa.org/IJJA).

The Chair noted that Board members will be polled about their preferences for meeting virtually versus in-person as the COVID 19 pandemic wanes.

F. Presentation: Infrastructure Investment and Jobs Act, State of New Jersey Update

Richard Sun, Senior Policy Advisor, Office of the Governor, said the IJJA, which was passed a year ago, is a standard surface highway transportation reauthorization with significantly increased resources. He said the bill provides a 20 percent increase on the \$5.5 billion that New Jersey would receive in the normal course for roads and highways and an additional \$1 billion from the bridge formula program. Also, there is a \$36 billion national allocation for key rail corridors, much of which may be allocated to the Northeast Corridor. This funding will flow through the Federal Railroad Administration rather than through Amtrak.

Mr. Sun encouraged the subregions to continue to apply for IJJA funding. He said the State stands ready to write letters of support as has the NJTPA. He said the state aims to capture this funding and make sure it goes as far as possible. He commended the NJTPA Board and staff for their flexible process for drawing down IJJA funding through Board actions that update the Transportation Improvement Program (TIP) to supplement existing projects and programs and fund new ones. Regarding grant applications, he said that projects with clear equity and sustainability benefits tend to compete better, and he urged the NJTPA and its subregions to amplify the dimensions of the projects they are applying for to increase their competitiveness. Mr. Sun noted that additional workforce recruitment and training may be necessary for the state to capture IJJA funding opportunities over the next eight to 10 years.

Mr. Behrend said the NJTPA regularly updates its [IJJA web page](#) as new information becomes available, and he acknowledged the importance of ongoing communication and coordination between the state and the region. He urged the subregions and municipalities planning to apply for IJJA funding to coordinate with the NJTPA for support and resources.

G. Executive Director's Report

Mr. Behrend reported on recent staff activities. He said the certification review was a good opportunity to take stock of the NJTPA's achievements over the past four years despite some unprecedented challenges such as the pandemic and shutdown. He thanked all those who participated and provided statements of support. Mr. Behrend said it was heartening to hear that the work of the agency is valued by a wide range of stakeholders and is having a positive impact on the region it serves. He said in presentations at the review, staff focused on how the agency is meeting core federal mandates, such as developing and implementing the Long Range Transportation Plan and TIP, conducting air quality conformity, and using performance measures to guide the work. He said staff also highlighted the annual Unified Planning Work Program (UPWP), which guides the work of Central Staff, the subregions, and TMAs. He noted that the latest update for Fiscal Year 2024 is under development, and he welcomed input on work program priorities.

Mr. Behrend said the agenda package for the meeting included correspondence about the planning priorities of NJDOT and the Federal Highway Administration, which will guide the upcoming work program.

Mr. Behrend said, also during the review, staff highlighted actions that put federal dollars to work to meet critical local needs such as the successful Local Safety and Local Capital Project Delivery programs and the Street Smart NJ pedestrian safety campaigns that are carried out with the help of the TMAs. Also highlighted was regional planning coordination such as that being done by the Morris Canal Working Group, freight planning work, local technical assistance programs, innovative public engagement, and the Active Transportation Plan, which is under development. This plan was the subject of a recent survey and outreach around the region. It will be finalized next year. A brief video about the plan was shown.

Mr. Behrend said the Active Transportation Plan is notable because it is developing a recommended regional network of trails and bike lanes based on where people travel and want to travel. He said it will mesh very well with other efforts by the NJTPA to bolster municipal planning and local travel options. He said the Vibrant Places program awards fall into this category of municipal support, as do the Complete Streets Technical Assistance and Planning for Emerging Centers programs. In addition, Mr. Behrend said the NJTPA is partnering with the New Jersey Chapter of the American Planning Association on a Transit Hub Planning Program, which is accepting applications through December 15. He said two studies will be chosen for 2023. Information about how to apply is available on the [NJTPA website](#).

Mr. Behrend said the results of these programs are examples of forward-looking planning that can be replicated elsewhere—for example, the Walkable Community Workshop just finished in Seaside Heights Borough through the Complete Streets program. Six other communities have similar projects underway through the program. Mr. Behrend said these programs and related opportunities will be highlighted at the NJTPA booth at the November 17 New Jersey League of Municipalities conference.

Mr. Behrend said, on October 28, he participated in a panel on equity at the Intelligent Transportation Society of New Jersey's annual meeting. At the gathering, former Executive Director Mary Ameen was inducted into its Hall of Fame for her contributions to technology development and improved mobility in her work at the NJTPA and previous positions.

Mr. Behrend noted that on November 18 there will be a meeting of the Multi-State Freight Working Group, which is a subcommittee of the Metropolitan Area Planning (MAP) Forum, which is composed of representatives from 10 MPOs in New Jersey, New York, Pennsylvania and Connecticut. The group will discuss workforce accessibility issues. Also, a full MAP Forum will hold a virtual meeting on December 2.

Mr. Behrend announced that the latest issue of [InTransition](#) magazine is now online and includes articles on key planning issues in the region and around the nation.

H. Committee Reports/Action Items

Project Prioritization – Commissioner John P. Kelly, Chair

Commissioner Kelly said the Committee considered five action items at the joint committee meeting in October, four of which were on the agenda. He said the actions reflect the infusion of federal funding made possible by the IJJA. The first is a minor amendment to the current TIP, which is requested by NJ TRANSIT. This action will add \$418.5 million in federal funding to the Portal North Bridge project.

The Commissioner said the next action item is a set of minor amendments to the TIP to add two projects, using federal funds from the NJTPA Future Projects program line. First, Morris County is requesting the addition of the East Main Street Bridge over Rockaway River project with \$10.25 million for Preliminary Engineering, Design, Right-of-Way and Construction phases of work from Fiscal Years (FYs) 2023 to 2028. Second, Hudson County is requesting the addition of the Meadowlands Parkway Bridge project with \$40.2 million for Preliminary Engineering, Design, Right-of-Way, and Construction phases of work from FYs 2023 to 2029. Both projects recently completed Local Concept Development studies as part of the NJTPA's Local Capital Project Delivery Program.

Commissioner Kelly said the next item the Committee considered is a minor amendment to the TIP to add the Ferry Slip Reconstruction project at the CRRNJ Terminal State Historic Site at Liberty State Park in Jersey City. The project received a federal grant award for \$5.9 million. Additional funding will be provided by the New Jersey Department of Environmental Protection. This project is requested by NJDOT, whose Office of Maritime Resources will serve as project sponsor.

The Commissioner said the fourth item is a minor amendment to the TIP to add \$400,000 in federal funds to the Route 29, Bridge over Copper Creek project in Hunterdon County as requested by NJDOT. These funds will cover the Preliminary Engineering phase of work in FY 2023.

Commissioner Kelly said, also at the meeting, the Committee considered a set of modifications to the current TIP to add \$137.92 million to three statewide programs, as requested by NJ TRANSIT. The three projects are as follows: Rail Rolling Stock Procurement; Preventive Maintenance – Rail; and Preventive Maintenance – Bus. The Committee approved the modifications, and no further action is required. He said, also at the meeting, staff briefed the Committee on the development of the FY 2024 to 2027 TIP and a revision of the NJTPA Environmental Justice and Title Six equity population factors for project prioritization. This includes considering the region's foreign-born population along with low-income and minority populations as part of criteria used to assess equity in prioritizing projects.

Action Item 1: Minor Amendment to the FY 2022-2025 Transportation Improvement Program to Add Federal Funding to the Portal North Bridge as Requested by NJ TRANSIT (Attachment 4)

A motion to approve the resolution was made by NJ TRANSIT, seconded by The Port authority of New York & New Jersey (PANYNJ) and carried unanimously.

Action Item 2: Minor Amendments to the FY 2022-2025 Transportation Improvement Program to Add Federal Funds to Two Local Projects (Attachment 5)

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

Action Item 3: Minor Amendment to the FY 2022- 2025 Transportation Improvement Program to Add the Ferry Slip Reconstruction at the CRRNJ Terminal State Historic Site - Phase 1 as Requested by the New Jersey Department of Transportation Office of Maritime Resources (Attachment 6)

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

Action Item 4: Minor Amendment to the FY 2022-2025 Transportation Improvement Program to Add Federal Funds to the Route 29, Bridge over Copper Creek in Hunterdon County as Requested by the New Jersey Department of Transportation (Attachment 7)

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

Planning and Economic Development – Commissioner Charles Kenny, Chair

Commissioner Kenny said, at the October joint meeting, the Committee heard a presentation by Peter Jin, Associate Professor at Rutgers Center for Advanced Infrastructure and Transportation (CAIT). Professor Jin said the Smart Mobility Testing Ground project undertaken by Rutgers is establishing a living laboratory for smart mobility and smart city technology research and development in downtown New Brunswick.

Professor Jin said the Testing Ground team, which includes Middlesex County and other public and private partners, aims to make transportation systems safer and more efficient. To do this, it is looking at how to make roadside infrastructure smarter by using technology developed for connected and automated vehicles. This involves roadside sensing and computing infrastructure that would allow anyone connected to the system with an app to get a full image of traffic and pedestrian activity at a testing site, whether they are in a vehicle or not.

The Professor said there are six live testing sites, and the study team is looking to deploy eight more. Middlesex County worked with Rutgers to establish DataCity, a Smart Mobility Management Center in New Brunswick. DataCity will monitor roadside data from live testing sites and serve as a “technology breeding ground” for the state and the County. The Commissioner acknowledged Solomon Caviness, Middlesex County Director of Transportation, who is working with the Rutgers team on the effort.

Commissioner Kenny said, also at the joint meeting, staff provided an update on the development of the FY 2024 UPWP, the document that outlines the planning work to be accomplished by Central Staff, the subregions, and Transportation Management Associations for the fiscal year beginning next July. He said a draft will be distributed on December 2, with a presentation at the December 12 joint committee meeting. The draft UPWP is then slated for a vote at the February round of Committee meetings and for final adoption by the full Board in March. Board members, subregional staffs, and agency partners are urged to review and provide input on the UPWP throughout the development process.

Freight Initiatives – Commissioner Jason Sarnoski, Chair

Commissioner Sarnoski said the Committee heard from two speakers, at its October meeting. They discussed issues surrounding warehousing and local land use.

The Commissioner said the first speaker was Donna Rendeiro, Executive Director of the state Office of Planning Advocacy. She said planning and zoning boards around the state have been inundated in recent years with applications to build giant warehouses and distribution and fulfillment centers. That has led the State to issue recent guidance to help municipalities determine how, or whether, to allow warehouses. The state's guidelines encourage a proactive rather than reactive approach, providing municipalities with factors to consider when updating their master plans and ordinances. The guidelines also support a regional approach to siting warehouses.

The Commissioner said the next speaker was Wilda Diaz, former mayor of Perth Amboy in Middlesex County. Ms. Diaz said the creation of the Perth Amboy Redevelopment Agency in 1997 and adoption of a redevelopment plan helped the city to address a legacy of contamination at several former industrial brownfield sites. She said one of the projects to come out of that plan is a Home Depot distribution center. The project invested \$500 million for new construction and more than \$10 million to remediate 92 acres of contaminated land to open a logistics center that created more than 500 jobs. Ms. Diaz said in negotiations, the city was able to acquire open land and had a developer construct an amphitheater as well as major road repairs, infrastructure improvements, and other enhancements. Overall, more than 500 acres of contaminated sites in Perth Amboy have been remediated. This has attracted and generated nearly \$1 billion in new construction projects, nearly \$15 million in tax ratables, and more than 3,000 jobs for residents.

During the meeting, NJTPA Freight staff provided an update on studies that are underway, including the Freight Rail Grade Crossing Assessment and Freight Concept Development projects in Somerset and Morris counties.

Among the member reports at the meeting, NJDOT said that requests for grants under the Rail Freight Assistance Program are under review, and the application period for grants under the Local Freight Impact Fund has opened.

The PANYNJ reported that, as of August, the Port has been designated the nation's number one port, by volume, mostly due to a shift in incoming sailings to the East Coast rather than the West.

NJ TRANSIT reported that they continue to develop the State Rail Plan with NJDOT and expect to issue a draft early next year.

I) Public Participation

Neile Weissman, Complete George, referring to the NJTPA Active Transportation Plan, highlighted two measures that would encourage the growth of cycling. He said the first item takes the form of a letter signed by several cycling organizations, calling on the New Jersey and New York Governors to support the Palisades Interstate Park Commission's capital funding request for \$3.5 million to resurface the Henry Hudson Drive. The second measure would be a comprehensive review of state legislation governing bike use at intersections and on delineated shoulders. The law he said currently puts cyclists at risk because it prohibits them from riding on road shoulders, something most road users expect cyclists to do. He said any set of recommendations adopted by the NJTPA should address the issue by designating all safe and usable shoulders under its authority as *de facto* bike lanes and require newly constructed or resurfaced shoulders that meet accepted engineering standards to be explicitly designated as bike lanes.

Andy Weiss called for improvements to bus and light rail service frequency in crowded Hudson County. He said the NJTPA recommended bus rapid transit on Kennedy Boulevard in a study conducted several years ago, and it was never implemented. Also, Mr. Weiss questioned the lack of bus lanes and lifesaving leading pedestrian intervals on traffic signals at intersections on Kennedy Boulevard. Mr. Weiss said these problems reflect a perceived lack of consideration for the concerns of bus and light rail commuters. He also questioned the lack of a NJ TRANSIT Customer Advocate, as called for in the NJ TRANSIT reform law that was passed several years ago.

J) Time and Place of Next Meeting

Chairman Bartlett announced that the next meeting of the NJTPA will be held on Monday, January 9, 2023 at 10:30 a.m.

K) Adjournment

At 12:06 p.m., a motion to adjourn was made by Union County, seconded by Monmouth County and carried unanimously.

NORTH JERSEY TRANSPORTATION PLANNING AUTHORITY, INC.
Meeting of the Board of Trustees
Attendance Record: November 14, 2022

Subregion/Agency	Voting Members/Alternates	Staff & Others
Bergen County	Peter Botsolas	Joseph Baladi
Essex County	David Antonio	
Hudson County	Byron Nicholas	Tom Malavasi
Hunterdon County	Hon. Susan Soloway Jeff Kuhl	Katherine Fullerton Kris Melchers
Jersey City		Mike Manzella
Middlesex County	Hon. Charles Kenny Doug Greenfeld	Mike Dannemiller Andrew Lappitt
Monmouth County	Teri O'Connor	Shilpa Bhojappa
Morris County	Hon. Kathy DeFillippo	Dede Murray
Newark	Dolores Wooden	Trevor Howard
Ocean County	Hon. John Kelly John Ernst	Mark Jehnke
Passaic County	Hon. John Bartlett	Sal Presti
Somerset County	Hon. Sara Sooy Walt Lane	
Sussex County	Tom Drabic	
Union County	Hon. Bette Jane Kowalski	Liza Betz
Warren County	Hon. Jason Sarnoski David Dech	Ryan Conklin
Office of the Governor	Dorian Smith	
NJDOT	Andy Swords	
NJ TRANSIT	Jeremy Colangelo-Bryan	Lou Millan
Port Authority of New York & New Jersey (PANYNJ)	Jay Shuffield	
Citizen's Representative	Jared Rodriguez	

Other Attendees	
Anna Aleynick	AECOM
Neile Weissman	Complete George
Jack Kanarek	Dewberry
Sutapa Bandyopadhyay	Federal Highway Administration
Janet Keiser	Gannett Fleming
Bob Werkmeister	GPI

Ted Del Guercio III	McManimon, Scotland & Baumann, LLC
Debra Kagan	New Jersey Bike & Walk Coalition
Lu Ding	New Jersey Turnpike Authority
Rosemary Nivar	New Jersey Turnpike Authority
Various members of Central Staff	NJTPA
Richard Sun	Office of the Governor
Andy Weiss	
Laura Bloomenfeld	
Mark Baudermann	
Situ Amarvi	
Marty Wade	
Massiel Medina Ferrara	
Ricardo Matias	
Heba Yousef	

DRAFT RESOLUTION: TO ENTER INTO CLOSED SESSION

WHEREAS, Section 8 of the Open Public Meetings Act, codified at N.J.S.A. 10:4-6 *et seq.*, permits the exclusion of the public from a meeting in certain circumstances, including contract negotiations and personnel matters; and

WHEREAS, this public body is of the opinion that such circumstances presently exist.

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF TRUSTEES OF THE NORTH JERSEY TRANSPORTATION PLANNING AUTHORITY, INC., AS FOLLOWS:

Section 1. The aforementioned recitals are incorporated herein as though fully set forth at length.

Section 2. The public shall be excluded from discussion of and action upon the hereinafter specified subject matter.

Section 3. The general nature of the subject matter to be discussed is contract negotiation and personnel matters.

Section 4. It is anticipated at this time that the above-stated subject matter will be made public if final action is to be taken, or when the privilege of confidentiality no longer attaches.

Section 5. This resolution shall take effect immediately, November 14, 2022.

DRAFT RESOLUTION: AUTHORIZING THE NEGOTIATION AND EXECUTION OF AN EMPLOYMENT CONTRACT FOR EXECUTIVE DIRECTOR BY AND BETWEEN DAVID W. BEHREND AND THE NORTH JERSEY TRANSPORTATION PLANNING AUTHORITY, INC.

WHEREAS, the North Jersey Transportation Planning Authority, Inc. is a New Jersey nonprofit corporation formed pursuant to Title 15A of the New Jersey Statutes (the “Corporation”); and

WHEREAS, the Board has examined the qualifications of David W. Behrend and found him to be well-qualified and suited to administering and managing the day-to-day operations of the Corporation, and to direct and oversee the work of the Corporation, including, but not limited to, planning for adequate and efficient modes and routes for the movement of people and goods within and through the region; and

WHEREAS, the Corporation has determined to authorize the negotiation and execution of an employment contract hiring David W. Behrend as the new Executive Director of the Corporation upon terms and conditions mutually agreeable to the parties thereto.

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF TRUSTEES OF THE NORTH JERSEY TRANSPORTATION PLANNING AUTHORITY, INC., AS FOLLOWS:

Section 1. The aforementioned recitals are incorporated herein as though fully set forth at length.

Section 2. The Corporation hereby authorizes the Chairman of the Corporation, in consultation with counsel, to negotiate and execute an employment agreement by and between the Corporation and David W. Behrend as Executive Director upon terms mutually agreeable to the Corporation and David W. Behrend. Upon the negotiation thereof, the Chairman and the Secretary of the Corporation are authorized to execute such employment agreement and the Secretary is directed to place the Corporate Seal thereon.

Section 3. This resolution shall take effect immediately, November 14, 2022.

**DRAFT RESOLUTION: MINOR AMENDMENT TO THE FY 2022 – 2025
TRANSPORTATION IMPROVEMENT PROGRAM TO
ADD FEDERAL FUNDING FOR THE PORTAL NORTH
BRIDGE 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 to a project 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 Portal North Bridge (DB# T538) project to be programmed with Federal Transit Administration Capital Investment Grants (CIG) program (U.S.C. Section 5309) funds; 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 – 2025 TIP conforms to the performance-based planning requirements of the Infrastructure Investment and Jobs Act and its predecessor legislation; and

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

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

Approved on November 14, 2022

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.

**DRAFT RESOLUTION: MINOR AMENDMENTS TO THE FY 2022 – 2025
TRANSPORTATION IMPROVEMENT PROGRAM TO
ADD FEDERAL FUNDS TO TWO LOCAL PROJECTS AS
REQUESTED BY HUDSON COUNTY AND 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 2022 – 2025 Transportation Improvement Program (TIP) on September 13, 2021; and

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

WHEREAS, the TIP may be revised any time; and

WHEREAS, according to the MOU when a project or program that uses federal funds is added to the TIP and a new air quality conformity determination is not required, this constitutes a minor amendment; and

WHEREAS, Hudson County has requested the addition of the Meadowlands Parkway Bridge project (DB# N1802) to the FY2022 – 2025 TIP; and

WHEREAS, Morris County has requested the addition of the East Main Street (CR 644), Bridge over Rockaway River project (DB# N2001) to the FY2022 – 2025 TIP; and

WHEREAS, fiscal constraint is maintained because funds are available for these projects through the NJTPA, Future Projects program line item (DB# N063); and

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

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

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

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

Approved on November 14, 2022

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

NOW, THEREFORE, BE IT RESOLVED, that the North Jersey Transportation Planning Authority hereby approves the specified 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.

**DRAFT RESOLUTION: MINOR AMENDMENT TO THE FY 2022 – 2025
TRANSPORTATION IMPROVEMENT PROGRAM TO
ADD THE FERRY SLIP RECONSTRUCTION AT THE
CRRNJ TERMINAL STATE HISTORIC SITE – PHASE 1
AS REQUESTED BY THE NEW JERSEY DEPARTMENT
OF TRANSPORTATION OFFICE OF MARITIME
RESOURCES**

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

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

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

WHEREAS, the TIP may be revised any time; and

WHEREAS, according to the MOU when a project is added to the TIP or when federal funds are added to a project where none are currently programmed and a new air quality conformity determination is not required, this constitutes a minor amendment; and

WHEREAS, the NJDOT Office of Maritime Resources is requesting the addition of a project: Ferry Slip Reconstruction at the CRRNJ Terminal State Historic Site – Phase 1 (DB# N2101), located in Liberty State Park, Jersey City in Hudson County, to be programmed with Federal Transit Administration (FTA) Passenger Ferry Grant Program Funds (Section 5307) and New Jersey Department of Environmental Protection (NJDEP) State Park Capital Funds; 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 – 2025 TIP conforms to the performance-based planning requirements of the Infrastructure Investment and Jobs Act and its predecessor legislation; and

Approved on November 14, 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 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 Environment Protection and New Jersey Department of Transportation for submission to the Federal Transit Authority.

**DRAFT RESOLUTION: MINOR AMENDMENT TO THE FY 2022 – 2025
TRANSPORTATION IMPROVEMENT PROGRAM TO
ADD FEDERAL FUNDS TO THE ROUTE 29, BRIDGE
OVER COPPER CREEK IN HUNTERDON COUNTY AS
REQUESTED BY THE NEW JERSEY DEPARTMENT OF
TRANSPORTATION**

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

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

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

WHEREAS, the TIP may be revised any time; and

WHEREAS, according to the MOU, when a phase of work is added to a project in the TIP and the construction phase is delayed beyond the constrained years of the TIP, and a new air quality conformity determination is not required, this constitutes a minor amendment; and

WHEREAS, the NJDOT has requested the addition of federal funds to the Route 29, Bridge over Copper Creek project (DB# 16351) in Hunterdon County for Preliminary Engineering and an adjustment to the project schedule for Design and Construction; and

WHEREAS, Bridge Formula Program (BFP) funds are available for this purpose; 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 these actions; and

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

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

Approved on November 14, 2022

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

NOW, THEREFORE, BE IT RESOLVED, that the North Jersey Transportation Planning Authority hereby approves the specified 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.