



## **PETER PALMER, CHAIR**

### **MINUTES**

**September 18, 2017**

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#### **A. Open Public Meetings Act Compliance**

On behalf of Chairman Peter Palmer, Freeholder Director, Somerset County, Vice Chairman Angel Estrada, Freeholder, Union County called the meeting to order at 10:15 a.m. He welcomed Nicholas Kant, new Board alternate from the Governor's Authorities Unit and Mike Russo, new alternate from the New Jersey Department of Transportation (NJDOT). The Vice Chairman also noted that Kevin O'Toole, the new Chairman at the Port Authority of New York & New Jersey (PANYNJ), was now a Board member.

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*. It was posted in the Essex County Hall of Records, Newark, New Jersey, and on the bulletin board of the Lieutenant Governor, Trenton, New Jersey.

#### **B. Salute to the Flag**

Vice Chairman Estrada led the Board of Trustees in the Pledge of Allegiance.

#### **C. Roll Call**

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

#### **D. Approval of Minutes**

A motion to approve the minutes of the July 10, 2017 meeting was made by Morris County, seconded by Middlesex County and carried unanimously.

## **E. Chairman's Remarks**

Vice Chairman Estrada read Chairman Palmer's report. He noted that the meeting would feature a presentation on the future of automated vehicles and said this emerging technology will have dramatic impacts on the way people and goods move worldwide. He said the NJTPA has always embraced technology as an important way to address some of the region's greatest challenges. The Vice Chairman said that the region's long-range plan update, Plan 2045: Connecting North Jersey, discusses many more exciting ways new technology may shape the future.

Vice Chairman Estrada said the dramatic impacts of Hurricane Harvey and Hurricane Irma served as a grim reminder of the effects of Superstorm Sandy five years ago, which damaged the region's transportation system, swamping roads and rails and inundating PATH facilities and the Amtrak Hudson River tunnel with salt water. The infrastructure rehabilitation continues to this day, and regardless of the cause, it is becoming clear that there will be more and more of these extreme weather events in the future, which is why Plan 2045 also emphasizes the need to make roads, rail and bridges more resilient, building on the excellent work that the NJTPA has already done on the vulnerability of the region's infrastructure.

The Vice Chairman said new technologies and extreme weather are just two of the "game changers" that Plan 2045 considers. A third critical issue is the challenge of getting New Jersey travelers to and from New York City. He said Chairman Palmer has often mentioned, there is no more important transportation issue facing the region than the need to improve and expand trans-Hudson transportation. The Amtrak tunnel leading into Penn Station is more than a century old, and the emergency track work that was completed over the summer is only a stopgap measure. Work to build a new Hudson rail tunnel as well as other elements of the Gateway Program must move forward. Chairman Palmer testified to the importance of this work at a public hearing on the tunnel Draft Environmental Impact Statement in Secaucus, where he urged that work on the tunnel and the entire Gateway Program proceed as quickly as possible.

Vice Chairman Estrada thanked NJ TRANSIT for a job well done managing the disruptions caused by the summer's rail repairs at Penn Station. As was widely reported, the "summer of hell" did not turn out nearly as bad as anticipated for the majority of commuters – a good example of how effective and ongoing communication, as well as great planning and preparation, can make a difficult situation manageable for the traveling public. He asked Jeremy-Colangelo Bryan, NJ TRANSIT, to send the Board's thanks to all of his colleagues.

Mr. Colangelo-Bryan thanked the Board members, the Transportation Management Associations (TMAs) and other partners for their work supporting NJ TRANSIT's efforts to move trans-Hudson commuters efficiently during the summer repairs at New York Penn Station. He also thanked Chairman Palmer for his positive comments on the summer work and support of the Hudson Tunnel Project.

## **F. Executive Director's Report**

NJTPA Executive Director Mary K. Murphy welcomed Don Sebastian, Senior Vice President for Research and Development, NJIT.

Ms. Murphy announced the completion of the draft of the Plan 2045 after months of outreach meetings and events conducted in each subregion; an online survey and website; forums and panel discussions on various topics; and technical analysis by Central Staff. She said more than 3,000 people had direct input to the plan either in person or online, and thousands more heard about the plan through social media and the web. This work resulted in a comprehensive plan that covers all the key transportation-related issues facing the region, and it offers guidance for the planning process and investments. Ms. Murphy said the plan draws upon and supports work with Together North Jersey, linking transportation to the critical broader objectives of making the region more Competitive, Efficient, Livable and Resilient.

Ms. Murphy said a preliminary draft was sent to partner agencies in August, and NJTPA staff has responded to their suggestions and will provide a revised draft to Board and RTAC members by September 20. After further refinement, the draft will be released to the public on October 7 for a 30-day public comment period that ends November 9. A public meeting will be held on November 2. The comment period will also cover the 2018-2021 Transportation Improvement Plan (TIP) and the air quality conformity determination. The plan, TIP and conformity analysis will be considered for adoption at the November 13 Board meeting. She noted that updating this long-range plan is a requirement to keep the region eligible for federal funding, and only projects and project concepts in the plan can receive this funding.

Ms. Murphy said the life-changing and tragic impacts of September 11 and Superstorm Sandy, as well as Hurricanes Harvey and Irma, illustrate the future challenges Plan 2045 addresses. She said hardened and well-maintained infrastructure will help the region endure and recover quickly after such events, but infrastructure improvements have a long lead time and can sometimes take years to implement. Ms. Murphy said someone must look to the future and begin assessing and preparing for what will be needed, and that is why Metropolitan Planning Organizations like the NJTPA are given the important responsibility of preparing long-range plans—to prepare for challenges, to enhance quality of life in the region, and to grow an economy that can continue to prosper as the economic engine that it is. Ms. Murphy said, to this end, Plan 2045 includes an index of specific projects as well as strategies and guidelines for preparing future projects. Ms. Murphy thanked all who participated in the many outreach activities around the region this year. (A brief video about the public engagement effort for Plan 2045 was played.)

Ms. Murphy reported that the summer shore campaign for Street Smart NJ was a great success, and many communities worked hard to spread the word on pedestrian safety, including Bay Head, Bradley Beach, Long Branch, Manasquan, Point Pleasant Beach and several towns on Long Beach Island. New to the campaign this year were Avon-by-the-Sea and Spring Lake. The campaigns were promoted with ads at NJ TRANSIT train stations and on buses along the shore. Facebook ads proved effective, reaching hundreds of thousands of users in shore communities. For example, an ad featuring how speed affects stopping distance had nearly 90,000 views. She thanked all who made the shore campaign a success.

Ms. Murphy said the NJTPA is working with the Transportation Management Associations (TMAs) on fall Street Smart NJ campaigns underway at Fairleigh Dickinson University in Teaneck, Rahway and West Windsor. Other campaigns are slated for Boonton, Passaic,

Hackensack, Princeton, Westwood and Manville. These and other campaigns will be coordinated with walk to school and Halloween safety activities. She noted that two TMAs who have gained much experience in conducting campaigns, HART and TransOptions, are sharing their knowledge with other TMAs and local officials in a series of training sessions this fall and winter. She encouraged all to visit [beststreetsmartnj.org](http://beststreetsmartnj.org) or contact the NJTPA if they need more information or would like to help a town get involved.

Ms. Murphy also reported that outreach for the Morris Canal Greenway Corridor Study was underway. This study is developing a plan to create a world-class greenway closely aligned with the route of the 102-mile historic canal. Staff, with consultant support, held three municipal outreach meetings – in Wharton Borough, Morris County; Washington Township, Warren County; and Bloomfield Township, Essex County. At these meetings, municipal and county officials provided input on the future of the greenway. The first meeting of the Morris Canal Working Group since the study began was held in the historic Central Railroad of New Jersey Terminal at Liberty State Park, where the working group helped shape a vision and articulate goals for the study. The Technical Advisory Committee will meet again in October.

Ms. Murphy announced that notices were sent out for the October meeting of the Together North Jersey Task Forces at the NJTPA.

- The Efficient and Resilient Task Forces will meet on October 11th, both at 10 a.m. to noon;
- The Competitive Task Force will also meet on October 11th but at 2 p.m. to 4 p.m.;
- The Livable Task Force will meet on October 27th, 10a.m. to noon.

#### **G. Presentation: Preparing for Automated Vehicles: The Future is Now**

Roger Cohen, Policy Director, Pennsylvania Department of Transportation (PennDOT), said the U.S. Department of Transportation (USDOT) is projecting seven million more Americans and 45 percent more freight in the nation by the year 2045. He said traffic deaths are rising, and that the “human factor” is the critical cause in 94 percent of them. He said these factors, along with congestion and public health, are spurring the consideration of Highly Automated Vehicles as an eventuality that must be prepared for. He said PennDOT’s Autonomous Vehicle Policy Task Force issued a final draft report in November 2016 and has finalized policy recommendations to the state legislature. The task force is a collaboration of stakeholders from federal, state and local government, private sector organizations and businesses, and academia. Mr. Cohen noted that there is already public engagement taking place surrounding the issues, challenges and complexities of deploying autonomous and connected vehicles.

During the ensuing Q&A, Hudson County Executive Thomas DeGise asked if system breakdowns and needed repairs can be known beforehand, and will autonomous vehicle systems be able to detect oncoming emergency vehicles. Mr. Cohen said the autonomous vehicle will know if a system breakdown is imminent, and the capability to bring itself into “state of minimum risk” can be built into the operating system. He said also that the system will detect the approach of emergency vehicles, and he noted that experiments are being done with trucks that are able to read from connected vehicles and incident management systems.

In answer to a question from Freeholder Charles Kenny, Middlesex County, Mr. Cohen said deploying an automated vehicle system does involve software upgrades and hardware improvements, and as these vehicles share their experiences with others, this knowledge will generate system-wide improvement.

Jamie LeFrak, Citizens Representative, asked if the cost per mile in an autonomous system could be lower than mass transit. Mr. Cohen said, according to analyses he has seen, it will not take long. He noted that Bus Rapid Transit offers big opportunities to connect small and mid-sized cities and to improve transit services. Mr. LeFrak asked if PennDOT has begun to modify its general directive in terms of funding with greater bias towards roads in anticipation of the popularity of this technology. Mr. Cohen said this has not yet happened.

Freeholder Carl Lazzaro, Sussex County, said the real challenge is privacy as vehicles aggregate personal data. Mr. Cohen said this involves three issues: who owns the data, how is it shared and how privacy is protected. He said robust public policy is needed for oversight of development of these technologies and monetizing data.

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

### **Project Prioritization – Freeholder Angel Estrada, Chairman**

Vice Chairman Estrada reported that the Committee considered two action items at the August meeting:

- Endorsement of the State’s Fiscal Year 2018 Transportation Capital Program (TCP) and the FY 2018 Amendment to the Memorandum of Understanding for the Exchange of Program Funds – The amendment covers the fifth and final year of the exchange. Under the agreement, which covers Fiscal Years 2014 through 2018, a portion of the NJTPA’s federal STP funding is exchanged for a like amount in New Jersey Transportation Trust Fund dollars allocated to NJ TRANSIT. The funding agreement benefits the NJTPA subregions because it allows them to use state funding, which can be carried over from one year to the next to be used for future high priority projects requiring significant funding. Federal dollars cannot be carried over in this manner. NJ TRANSIT uses the federal funding for rail and bus preventative maintenance programs.

After considerable discussion of the pros and cons at the Committee meeting, it was recommended that the NJTPA Board should approve the 2018 MOU amendment. This is the last year covered by the MOU. The amount of this year’s exchange is \$70 million for the NJTPA region, and this is reflected in the Fiscal Year 2018 TCP, which this action also will endorse.

- Approval of policy recommendations for including revenue from third-party sources for federally funded projects in the Transportation Improvement Program – This action responds to recommendations by the Federal Highway Administration in the NJTPA’s last certification review. In order for the TIP to properly demonstrate fiscal constraint, FHWA asked that the NJTPA be able to document funding commitments from third

parties, which include transportation agencies not represented on the NJTPA Board, non-transportation federal and state agencies, local governments, non-profits and private entities.

Under this policy, these third parties would be required to provide documentation showing that funding for a particular project is committed or reasonably available to support a project through to construction, without interruption. Third party documentation may take the form of a resolution, a page from an agency's capital program, a letter from a CFO or CEO, an active TIFIA application, or a letter from a city, county or agency serving on the NJTPA Board.

**Action Item 1: Approval of the FY 2018 Amendment to the Memorandum of Understanding for the Exchange of Program Funds for Federal Fiscal Years 2014-2018 and Endorsement of the FY 2018 Transportation Capital Program (Attachment 2)**

Freeholder Jason Sarnoski, Warren County, said it is good to see the Route 57 improvement projects moving forward in the TCP and noted that the project addresses an intersection with a very high rate of accidents.

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

**Action Item 2: Approval of a Policy Recommendation Adding Federally Funded Projects to the Transportation Improvement Program from Third-Party Revenue Sources (Attachment 3)**

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

**Planning and Economic Development – Freeholder Matthew Holt, Chairman**

Freeholder Kathy DeFillippo read the committee report on behalf of Freeholder Holt, Hunterdon County. She said the Committee considered two action items at the August joint meeting:

- Approval of CMAQ funding for the Fiscal Years 2018-2020 Transportation Clean Air Measures (TCAM) Program – This competitive program funds projects aimed at significantly reducing air pollutants and congestion, in compliance with federal guidelines. The TCAM program began in in 2007 with one project and a \$567,000 budget. Today, it has an annual budget of \$7.5 million and funds several projects each year. Its success is a testament to the leadership of this Board and work of the NJTPA staff as well as the dedication of the projects sponsors to develop and implement solid projects.

The 2017 solicitation for the TCAM program yielded 21 thumbnail sketch proposals, and after review by NJTPA and NJDOT staff, 12 high scoring projects were recommended for approval. They include three county-led traffic signal optimization projects in Passaic,

Hudson and Ocean and similar efforts by the cities of Newark and Hoboken. The program also includes continued support for the Port Authority's successful North Jersey Regional Truck Replacement Program and a new diesel retrofit project that will equip 100 pieces of cargo handling equipment with anti-idling technology. Another innovative project from the Port Authority involves an onshore exhaust capture and control system that will reduce nitrous oxide by 80 percent from ocean going vessels doing business at the Port. From the New Jersey Department of Environmental Protection, there is an anti-idling program for refrigerated food trucks. DEP also will sponsor a marine power program to retrofit engines for commuter ferries, commercial fishing vessels and even the "Spirit of New Jersey" pleasure craft. Finally, DEP's electric vehicle charging grant program also has been recommended for funding. Several additional worthy efforts have been slated for funding if additional CMAQ dollars or other funding sources become available.

- Approval of Fiscal Year 2018 CMAQ funding for the NJTPA Local Mobility Initiatives Program – This program is also aimed at reducing emissions and congestion. It supports shuttle operations and provides capital support through vehicle replacement. The spring solicitation for the program yielded 11 thumbnail sketch proposals, resulting in nine full proposals. After review by NJ TRANSIT and NJTPA staff, a total of \$2.5 million is recommended to fund six shuttle replacement projects and two operational support projects. Under this year's proposed program, replacement shuttle vehicles will be provided to the Edgewater Ferry Commuter Shuttle, the Fort Lee Commuter Ferry, the Long Beach Island Shuttle, Somerset County's Scoot Shuttle, Sussex County's Skylands Ride, and the JARC Safety Shuttle in Union County. Funds also will be used to support operations of the Hazlet-Holmdel Shuttle and the Sandy Hook Shuttle through the EZ Ride TMA. This is listed as Action Item Number Four.

Freeholder DeFillippo said that, also at the meeting Central Staff briefed the Committee on elements of Plan 2045 and Jon Carnegie, Voorhees Transportation Center at Rutgers, provided an implementation progress report on current Together North Jersey activities, including the development of the TNJ Training Institute, which has hosted a series of Creative Placemaking workshops at NJTPA. This summer, the TNJ Institute also offered a workshop on grant writing and funding resources at the Edward J. Bloustein School of Planning and Public Policy.

Ms. Murphy said additional technical work is needed on the resolutions for the two action items described above and asked the Board to table them. Vice Chairman Estrada said the items would be taken up at a later date, either by calling a special teleconference of the Board or postponing the actions until the November Board meeting.

### **Freight Initiatives – Freeholder Kathy DeFillippo, Chair**

Freeholder John Bartlett, Passaic County, reported on the activities of the August meeting. He said that, at the meeting, representatives from the PANYNJ highlighted recent developments in several areas:

Bethann Rooney, PANYNJ, provided details on the recently completed Bayonne Bridge Navigational Clearance Project. This work increased the air draft clearance under the bridge to 215 feet in order to accommodate the new mega-sized ships heading to Port Newark and Port Elizabeth. The project follows the Port Authority's work to deepen the channel, and the additional clearance now allows the ports to handle ships carrying up to 18,000 TEU's, enabling region's ports to receive more goods and maintain their competitive advantage versus other east coast ports. The Port Authority is also working to enhance port operations by encouraging the deployment of truck appointment systems and expanding on-dock rail capabilities.

Damon Jericho, Hatch, briefed the committee on the development of the 30-year Port Master Plan, which covers maritime facilities in Newark, Elizabeth, Staten Island and Brooklyn. This plan builds on the advantages of a port system that enjoys a large local market with a huge population of consumers. It also addresses challenges such as finite land space inside the gate, aging landside access, roadway congestion, and community concerns.

Ahmed Ismail from the PANYNJ's Planning Department, briefed the Committee on a new Goods Movement Action Plan (G-MAP) initiative that addresses truck navigation and route restrictions. This initiative is developing a geodatabase of New York and New Jersey regional truck routes. It is hoped that a centralized database of regional truck routes will help to prevent trucks striking bridges and similar accidents.

Also at the meeting, the Committee learned that one span of the new Goethals Bridge is open with two lanes in each direction. When the other span opens next year, there will be a total of three lanes in each direction and wider shoulders. So far, the PANYNJ has spent \$1.5 billion on the project, which is 85 percent complete. Also, the PANYNJ is working with NJDOT to determine a preferred alternative for the missing links project, which aims to connect Exit 14 on the Turnpike with the Goethals Bridge and Route 1&9.

## **I. Federal Policy Update – Freeholder Matthew Holt**

David Behrend, Central Staff, reported that USDOT has recast the FASTLANE grant program as Infrastructure for Rebuilding America (INFRA), a program placing more emphasis on two factors in particular: projects that directly promote economic vitality and project applications showing significant non-federal funding. The INFRA program will make about \$1.5 billion available to projects both large (\$25 million+) and small (at least \$5 million). Ten percent is reserved for small projects and 25 percent for rural projects. Applications to the FASTLANE program can be resubmitted to INFRA but they must explain how the project complies with the new program criteria. Applications are due November 2, 2017.

Mr. Behrend said USDOT has announced the availability of \$500 million for the next round of TIGER grants, and while these grants generally range from \$5 million to \$25 million, rural projects can ask for a little as \$1 million. Applications are due October 16, 2017.

Mr. Behrend said the NJTPA encourages any of its partner agencies and subregions, as well as any other applicants in region, to reach out as soon as possible if seeking a letter of support for their applications to the TIGER or INFRA programs. The NJTPA is happy to work with

applicants to provide support for projects that are consistent with the goals and policies of its long-range plan.

Mr. Behrend reported also that USDOT has released updated guidelines for automated vehicles and the House has passed the SELF-DRIVE Act to update federal motor vehicle safety standards to include autonomous vehicles, clarify the role of the National Highway Traffic Safety Administration in regulating them, and enhance protections for cybersecurity and privacy. The Senate is considering their own measure.

Mr. Behrend said the House has passed a bill to fund all federal operations for Federal FY 2018, and the bill includes \$900 million for work related to Amtrak's Gateway program. He said the process may lead to potential rescissions, or reduced percentages for several transportation related programs including metropolitan planning organizations. The Senate is looking to issue its own 2018 appropriations bill and come to agreement with the House on a final package.

## **J. Public Participation**

Peter Botsolas, Alternate Trustee, Bergen County, read a statement from Board Trustee County Executive James Tedesco, who makes the case for choosing a location in the 13-county NJTPA region for the proposed second headquarters of Amazon.com, Inc. He said the region's quality of life, infrastructure, transit system and workforce are well suited to meet the requirements detailed in the Amazon request for proposals.

Walter Lane, Somerset County, shared comments from Chairman Palmer: "The Northern and Central New Jersey region is a strong contender for Amazon's second headquarters, and I am pleased to see that many in region are making great cases why Amazon should make this massive investment here. It is important to keep in mind, this is not about one county versus another, but it is one region versus the rest of the country and the world. We must work cooperatively to make this happen and speak with a single, strong and unified voice. I have asked NJTPA staff to be ready to assist interested parties with information about the transportation system, demographics, data, etc. Ms. Murphy assures me they are ready, able and willing to do just that." Ms. Murphy said she has received informal direction from the Board to provide letters of support to accompany subregional applications to the RFP.

Freeholder Estrada noted there are many interested parties, and the NJTPA is a source of support in its position at the crossroads of the world and will work to do what is required to ensure that Amazon comes to the region, including working in coordination with the state and partner agencies to make it happen.

Neile Weissman, Complete George, said he has been asking local councils for letters of support concerning a need to include widening the bicycle/pedestrian paths on the George Washington Bridge as part of the PANYNJ Restoring the George project. He said several municipalities in northern New Jersey support the idea. Mr. Weissman said cycling across the bridge is growing rapidly, and the PANYNJ plan for upgrading the paths is inadequate to accommodate this growth. He cited economic, health and logistical benefits of making the facility more bicycle

friendly and pointed out that facilitating more trans-Hudson cycling aligns with the PANYNJ goal to reduce bus trips into Manhattan.

Councilman Len Resto, Chatham Borough, Morris County, and President of the New Jersey Association of Rail Passengers (NJ-ARP) said the New York Susquehanna and Western Rail Line Bicycle/Pedestrian path project in the FY 2018 TCP should be modified to preserve the rail for light rail service from Pequannock to the Mountain View Station in Wayne. He said the trail could be built alongside the track and separated from it by a barrier. The Councilman also said three underpasses in Chatham Borough are in bad state of repair, and he has contacted NJ TRANSIT about this safety issue but has not yet received a response. He said the Gateway area has been rezoned from industrial to commercial/retail/residential; a developer is willing to contribute to development in the area; and he strongly suggests building a Morris & Essex Line train station there to make the area self-sufficient. The Councilman also said traffic flow from Route 24 would be improved by adding an interchange between the Short Hills exit and Route 287. Vice Chairman Estrada suggested a discussion with the Councilman about the process for getting projects into the TCP. Freeholder DeFillippo said there is an exit on Route 24 from Florham Park at Columbia Turnpike.

Fran Drew, a resident of Chatham, said 32,000 cars pass through the town from Route 24 to Madison, twice a day, Monday through Friday during rush hour. She said an interchange to Madison will solve the problem. Ms. Drew said the town's mayor, and county administrators and engineers have not been responsive to inquiries about addressing this issue. She said "the citizens of Chatham are suffering" and need some help. Her husband, John Drew, said that until a Madison interchange from Route 24 can be accomplished, signs should be posted encouraging Madison-bound motorists to take the Morristown exit from Route 24 and drive back to Madison for a quicker trip. Mr. Drew said Chatham residents do not deserve the pollution, the disruption of downtown business and the negative impact on their daily lives.

Tim Sevenser, resident of the transit village of Mount Tabor and member of NJ-ARP, advocated for reversing drastic cuts to train service on the Morris & Essex Line to Chatham. He said restoring the number of trains and adding shuttles to train stations will serve to decrease car traffic. Mr. Sevenser said rather than cuts to actual transit, the goal should be to leverage rail, shuttles, and bicycle/pedestrian access.

Concerning the FY 2018 TCP, Mr. Sevenser said the Fifth Avenue Bridge project in Passaic County and other bridge projects should include bicycle/pedestrian access.

Freeholder John Bartlett said the Fifth Avenue Bridge is in the planning stage, and Complete Streets policy would require the bicycle/pedestrian elements Mr. Sevenser mentioned. The Freeholder said he will work with the Passaic County Planning Department to make sure that this element is appropriated into project engineering. Concerning Councilman Resto's statement about the NY Susquehanna and Western Rail Line Bicycle/Pedestrian path project, the Freeholder said he did not know the specifics about that stretch of rail, but he agreed that options for rail development should be kept open. He is a member of the North Jersey Rail Coalition, which is working to make new use of tracks that have not been used for commuter rail for decades.

Freeholder DeFillippo said the issue brought up by Mr. and Mrs. Drew was discussed at a recent Morris County Freeholders meeting. She said they were reviewing the Columbia Turnpike/Park Avenue Interchange, and it was pointed out that the initiative's concept development studies and recommendations did not address the Chatham traffic problem, which is a separate issue. She said at a previous NJDOT meeting some recommendations have been made to Chatham in terms of how to go forward with a request for an additional exit off Route 24. The Freeholder said conversations are taking place; she plans to speak with Chatham Mayor Bruce Harris about the matter; and Morris County is happy to provide any information needed to advance a solution.

**K) Time and Place of Next Meeting**

Vice Chairman Estrada announced that the next meeting of the NJTPA Board will be held on Monday, November 13, 2017 at 10:00 a.m., at the NJTPA offices at One Newark Center, 17<sup>th</sup> Floor, Newark, NJ.

**L) Adjournment**

At 12:00 p.m., a motion to adjourn was made by Warren County, seconded by Passaic County and carried unanimously.

**NORTH JERSEY TRANSPORTATION PLANNING AUTHORITY, INC.**  
**Meeting of the Board of Trustees**  
**Attendance Record: September 18, 2017**

<b>Subregion/Agency</b>	<b>Voting Members/Alternates</b>	<b>Staff &amp; Others</b>
Bergen County	Peter Botsolas	
Essex County	Not represented	
Hudson County	Hon. Thomas DeGise Megan Massey	
Hunterdon County	Sue Dziamara	
Jersey City	Marcos Vigil	Barkha Patel
Middlesex County	Hon. Charles Kenny George Ververides	Tony Gambilonghi
Monmouth County	Not represented	Joseph Ettore
Morris County	Hon. Kathy DeFillippo Gerald Rohsler	
Newark	Phillip Scott	Kimberly Singleton Azuma Anukwe
Ocean County	Hon. Virginia Haines	Mark Jehnke
Passaic County	Hon. John Bartlett	Mike Lysicatos
Somerset County	Walter Lane	Ken Wedeen
Sussex County	Hon. Carl Lazzaro Tom Drabic	
Union County	Hon. Angel Estrada	Liza Betz
Warren County	Hon. Jason Sarnoski	
Governor's Office	Nicholas Kant	
NJDOT	Michael Russo	Eric Powers
NJ TRANSIT	Jeremy Colangelo-Bryan	
Port Authority of NY & NJ	Lou Venech	
Citizen's Representative	Jamie Lefrak Kostas Svarnas	

<b>Other Attendees</b>	
Anna Aleynick	AECOM
Jim Beattie	AECOM
Councilman Len Resto	Borough of Chatham and NJ Assoc. of Railroad Passengers
John Drew	Citizen, Borough of Chatham
Fran Drew	Citizen, Borough of Chatham

Neile Weissman	Complete George
Jack Kanarek	Dewberry
Calvin Edghill	Federal Highway Administration
Paul S. Onge	Gibbons PC
Bob Werkmeister	GPI
Dave Kuhn	GPI
Tim Sevener	Green Transit Rider
Tara Shepherd	HART
Rob Sprau	KS Engineers
Tanmina Malik	Louis Berger
Bakari Lee	McManimon, Scotland & Baumann, LLC
Frank Scarantino	Mott MacDonald
Vic Mottola	Stokes, C.G.
Kyle Winslow	WSP
Various members of Central Staff	NJTPA

**DRAFT RESOLUTION: APPROVAL OF THE FY 2018 AMENDMENT TO THE MEMORANDUM OF UNDERSTANDING FOR THE EXCHANGE OF PROGRAM FUNDS FOR FEDERAL FISCAL YEARS 2014 – 2018 AND ENDORSEMENT OF THE DRAFT FY 2018 TRANSPORTATION CAPITAL PROGRAM**

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

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

**WHEREAS**, the NJTPA, on September 10, 2013 approved the Memorandum of Understanding (MOU) for the exchange of program funds among the NJTPA, the Delaware Valley Regional Planning Commission (DVRPC), and the South Jersey Transportation Planning Organization (SJTPO), hereinafter referred to as “the MPOs,” the New Jersey Department of Transportation (NJDOT), and NJ TRANSIT, which was signed on January 7, 2014; and

**WHEREAS**, the NJTPA, on July 13, 2015 approved the second amendment to the MOU; and

**WHEREAS**, the NJTPA, on January 9, 2017 approved the third amendment to the MOU; and

**WHEREAS**, the MPOs, NJDOT and NJ TRANSIT, hereinafter referred to as “the PARTIES,” agree that the MOU reflects a single, unified document that will serve the interests and requirements of all the PARTIES; and

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

**WHEREAS**, the annual TCP is a list of all highway, bridge, transit and related projects funded with federal, state and certain other funds; and

**WHEREAS**, the FY 2018 TCP was developed by NJDOT and NJ TRANSIT and is the foundation for the NJTPA’s federally required TIP; and

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

**WHEREAS**, NJDOT, NJ TRANSIT, and the MPOs are permitted to make certain funding adjustments within the budget for the State's TCP and within the STIP, subject to state and federal laws and regulations; and

**WHEREAS**, the Federal Highway Administration (FHWA) permits NJDOT to initiate transfers of FHWA apportionments to the Federal Transit Administration (FTA) for certain purposes and FTA permits NJ TRANSIT to initiate transfers of FTA apportionments to FHWA for certain purposes; and

**WHEREAS**, from time to time, NJ TRANSIT, NJDOT, and the MPOs may face circumstances that require changes in the mix of federal and state funding that each organization allocates; and

**WHEREAS**, the MOU provides for the PARTIES to enter into amendments to the MOU to set forth for each of the subsequent fiscal years for federal and state Fiscal Years (FY) 2014 through 2018 (the "Five-Year Period"), the specific exchange of program funds, subject to federal and state appropriation, for the fourth amendment year of the Five-Year Period which is federal and state FY 2018; and

**WHEREAS**, in accordance with the MOU, in Federal Fiscal Year (FFY) 2018, NJDOT will direct the transfer of \$85.0 million of FHWA Surface Transportation Program (STP) funds from FHWA to FTA to be allocated by NJ TRANSIT for the program items, Preventive Maintenance - Rail and Preventive Maintenance – Bus; and

**WHEREAS**, in accordance with the MOU, NJDOT will allocate \$85.0 million in New Jersey State Transportation Trust Fund (TTF) funds in the FY 2018 TCP and in the 2018 program year of the FY 2018-2027 STIP for allocation by the MPOs to local projects that would be eligible for STP funds under current federal transportation law; and

**WHEREAS**, in accordance with the MOU, NJDOT will allocate the \$85.0 million in FY 2018 TTF funds as follows: \$70.0 million to NJTPA, \$15.0 million to DVRPC; and

**WHEREAS**, in accordance with the terms of the MOU, NJDOT, NJ TRANSIT, and the MPOs agree to exchange program funds, for each of the federal and state fiscal years within the Five-Year Period, in amounts commensurate with the annual federal apportionments made available to each MPO for allocation each respective FFY and subject to the annual appropriation of TTF funds for MPO use; 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 fourth amendment to the Memorandum of Understanding for the Exchange of Program Funds for FFY 2014 – 2018.

**BE IT FURTHER RESOLVED** that the North Jersey Transportation Planning Authority hereby endorses the FY 2018 Transportation Capital Program.

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

**DRAFT RESOLUTION: APPROVAL OF A POLICY RECOMMENDATION FOR ADDING FEDERALLY FUNDED PROJECTS TO THE TRANSPORTATION IMPROVEMENT PROGRAM FROM THIRD-PARTY REVENUE SOURCES**

**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 adopts a Transportation Improvement Program (TIP); 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**, there is currently no procedure in the MOU for adding federally funded projects to the TIP from third-party revenue sources; and

**WHEREAS**, according to federal law [23 U.S.C. & 135(g)(5)(E); 23 C.F.R. & 450.218 (o)], states are required to demonstrate committed or reasonable available non-federal revenues that will provide full funding for the costs of construction projects; and

**WHEREAS**, third-party revenue sources could include transportation agencies that are not members of the NJTPA Board; and

**WHEREAS**, third-party revenue sources could also include non-transportation government agencies; and

**WHEREAS**, third-party revenue sources could also include local governments, nonprofit organizations and/or private entities; and

- **WHEREAS**, this policy recommendation would ensure funding commitment and availability from third-party revenue sources; and

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**WHEREAS**, the following is a list of acceptable forms of documentation to be furnished to the NJTPA in order to satisfy the requirement for ensuring funding commitment and availability from third-party revenue sources:

- Resolution from the Board of Directors of the third-party funding organization that would be receiving federal funds.

- Page from a Capital Plan approved by the Board of Directors of the third-party funding organization that would be receiving federal funds.
- Letter from the Chief Financial Officer (CFO)/Chief Executive Officer (CEO) of the third-party funding organization that would be receiving federal funds.
- An active Transportation Infrastructure Finance and Innovation Act (TIFIA) application of the third-party funding organization that is to receive federal funds.
- Letter from a city, county or public agency serving on the NJTPA Board confirming a project implementation partnership with the third-party funding organization that would be receiving federal funds.

**WHEREAS**, consistent with NJTPA public participation procedures, the NJTPA has provided opportunities for review of this action; 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 policy for third-party revenue sources.

**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.