



ANGEL ESTRADA, CHAIR

MINUTES

March 12, 2018

A. Open Public Meetings Act Compliance

Chairman Angel Estrada, Freeholder, Union County called the meeting to order at 10:00 a.m. 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

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. Seventeen voting members were present. (Attachment 1).

D. Approval of Minutes

A motion to approve the minutes of the January 22, 2018 meeting was made by Ocean County, seconded by Hunterdon County and carried unanimously.

E. Chairman's Remarks

Chairman Estrada said he is honored to serve as the NJTPA Chair and thanked the Board members for entrusting him with the position. He also thanked the Board members who have agreed to serve as new committee chairs and vice chairs:

- Project Prioritization Committee: Morris County Freeholder Kathy DeFillippo, Chair, and Essex County Executive Joseph DiVincenzo, Vice Chair.
- Planning & Economic Development Committee: Passaic County Freeholder John Bartlett, Chair, and Hunterdon County Freeholder Matt Holt, Vice Chair.

- Freight Initiatives Committee: Middlesex County Freeholder Charles Kenny, Chair, and Ocean County Freeholder John Kelly, Vice Chair.

Chairman Estrada talked about some of his top priorities for his term as Chair. He said a reliable and efficient transportation system is critical to the region. It should spur economic activity and attract employers; give the workforce good access to employment opportunities; help bring about cleaner air and a healthier environment; enhance quality of life for all residents; and be safe for all travelers, regardless of age, income, disability or choice of mode.

The Chairman said the NJTPA's number one priority is transportation safety. He said the NJTPA will continue to expand the Street Smart pedestrian safety education campaign and the Local Safety Program. Street Smart covers education and enforcement, while Local Safety projects make effective and efficient use of federal funds to make safety improvements on local roads. The Chairman noted that nearly every Local Safety project has a pedestrian safety component, and the Board recently approved a slate of projects that included \$46.6 million for 11 projects with specific pedestrian safety improvements.

Chairman Estrada said transportation investment is critical when it comes to the economy. He said North Jersey is home to the largest port on the East Coast and a massive goods movement and logistics industry that is critical to the region's economy, and as it looks to seize the economic opportunities created by the port, the NJTPA must also be mindful of the environment. He said this includes finding ways to replace old trucks going in and out of the port in order to reduce the emissions there. For another environmental initiative, the NJTPA has worked with three municipalities – Montclair in Essex County, Secaucus in Hudson County, and Woodbridge in Middlesex County – to help them develop readiness plans for vehicle charging infrastructure and related improvements. As part of this work, the NJTPA also developed a guidebook that other municipalities can use to develop their own readiness plans.

Chairman Estrada said the overall approach to transportation investment and technology must include equity. He said the Board serves all the residents of the region and works to see that everyone benefits from the transportation system and all the opportunities it provides.

Chairman Estrada then offered the floor to Mayor Ras J. Baraka, City of Newark, who expressed an interest in addressing his fellow Board members. Mayor Baraka said that Newark Penn Station is an economic engine for the region and should be upgraded and improved. He said that, in talks with Mars Wrigley Confectionery concerning opening a new headquarters in Newark, it was noted that the appearance of Newark Penn Station needs improvement. The Mayor said that the station has the potential to attract more economic activity to the area, and he asked the NJTPA to embrace that vision along with private and municipal investors.

Freeholder Matthew Holt, Hunterdon County, said he supports the Mayor's comments and focus on Newark Penn, and he pointed out that the entire New Jersey rail system serves as an economic engine, and the western part of the system needs attention as well.

F. Executive Director's Report

NJTPA Executive Director Mary K. Murphy welcomed Mayor Baraka to the NJTPA. She thanked the new Committee Chairs for taking on the extra work and responsibility. She also thanked Chairman Estrada for his engagement and close cooperation with Central Staff as the NJTPA focuses on implementing many recommendations in *Plan 2045: Connecting North Jersey*, the latest long-range transportation plan for the region.

Ms. Murphy said translating Plan 2045 into action requires marshalling and directing all staff resources through the annual Unified Planning Work Program (UPWP). The Fiscal Year (FY) 2019 UPWP, which begins July 1, includes several efforts rooted in both Plan 2045 and the Together North Jersey (TNJ) plan. These include helping subregions and municipalities realize Complete Streets and Transit Oriented Development; pursuing recommendations to improve Human Services Transportation; exploring the potential reuse of underused properties and abandoned rail rights of way; and upgrading freight facilities to accommodate growing demand.

Ms. Murphy noted some in-house initiatives in the UPWP which include: development of a sidewalk and biking facility inventory; assessment of regional transportation equity, including analysis of access to jobs and key destinations; and deployment of the PRIME system that will catalog findings and recommendations of planning studies in a searchable database.

Ms. Murphy said FY 2019 will see continued work with the TNJ partners on a range of tasks. NJTPA staff recently participated in the selection of technical assistance grants for three communities to build on efforts they began under the initial TNJ grants in 2014. This assistance will go to the City of Passaic for their Market Street business district; the Middlesex Greenway for uniform design standards; and the Urban Essex Coalition to work with the cities of Orange and East Orange on tactical urban lighting recommendations for Route 280 and NJ TRANSIT underpasses.

Ms. Murphy said the NJTPA is also participating in the selection process for three pilot studies for transit hubs in the region – one urban, one suburban and one rural. The NJTPA continues to organize workshops based on the TNJ regional plan. Upcoming sessions will cover such topics as healthy communities; repurposing small idle properties for the new economy; and overall funding opportunities.

Ms. Murphy said Street Smart campaigns have been conducted in a growing number of towns, and the NJTPA continues to approach the goal of a hundred participating communities. She thanked the staff of HART and TransOptions, the two Transportation Management Associations (TMAs) that led several local campaigns in their areas and are now providing training to others looking to participate. Ms. Murphy said NJTPA staff is assisting in these TMA training sessions and conducting outreach and training focused on law enforcement. General training workshops will be geared toward local officials, stakeholders, nonprofit organizations, volunteers and others interested in supporting Street Smart efforts.

Ms. Murphy said Central Staff has started a project with the Rutgers Center for Advanced Infrastructure and Transportation to conduct pre- and post-campaign evaluations in order to

gauge the Street Smart program's impact, and another project will review and update Street Smart messaging and branding.

G. Committee Reports/Action Items

Project Prioritization – Freeholder Kathryn A. DeFillippo, Chair

Chairman Estrada read the report on behalf of Freeholder DeFillippo. He said that the Committee considered 13 action items since the last Board meeting, 12 of which were on the day's agenda. The first was a request by the City of Newark to add the Broad Street Traffic Signal Optimization Project to the Transportation Improvement Program (TIP). This action would add \$1.7 million in repurposed earmark funding to the FY 2018 element of the TIP so that the project can be authorized. He said Congress made these earmarked funds available for repurposing with the 2016 Consolidated Appropriations Act. The Committee recommended approval the minor amendment.

The Chairman said the Committee also recommended approval of a minor amendment to the current TIP to transfer federal Congestion Mitigation and Air Quality (CMAQ) funds to NJ TRANSIT to support the Local Mobility Initiative Shuttle Program. The action would transfer \$2.8 million from the NJDOT Local CMAQ Initiatives line item to the NJ TRANSIT Small/Special Services Program line item to support shuttle initiatives previously endorsed by the Board.

Chairman Estrada also reported that NJDOT requested approval of a package of minor amendments that would program federal funds for 10 State projects in the TIP. Sources for this federal funding include the National Highway Performance Program (NHPP), the Surface Transportation Block Grant Program and repurposed earmark funding. He said the Committee recommended approval of the adjustments that will allow the following projects to continue to advance:

- Route 15, Bridge over Paulins Kill in Sussex County;
- Route 10, Westbound Route 287 to Jefferson Road in Morris County;
- Route 4, Grand Avenue Bridge in Bergen County;
- Route 31, Route 78/22 to Graysrock Road in Hunterdon County;
- Route 80, Taft Avenue, Pedestrian Bridge over Route 80 in Passaic County;
- Hamilton Road Bridge over Conrail Railroad in Somerset County;
- Route 46, Route 80 to Walnut Road in Warren County;
- Route 82, Rahway River Bridge in Union County;
- Route 34, County Route 537 to Washington Avenue Pavement Project in Monmouth County; and
- Route 46, Bridges over Route 17 in Bergen County.

The Chairman said the Committee also considered a modification to the FY 2018-2021 TIP to add funding to the Route 80 Eastbound, Fairfield Road to Route 19 Project in Passaic County, as requested by NJDOT. The design phase of work was not authorized in 2017 as originally programmed, and \$403,000 in NHPP funds are available for this phase of work in 2018. The Committee approved this modification, and no further action was required.

Chairman Estrada said that, also at the meeting, members of Central Staff informed the Committee that Conrail committed \$6.7 million to a regionally significant project that will add a second main track along the Passaic & Harsimus Line in Kearny. The project is designed to reduce the anticipated growth of truck traffic generated by Greenville Yard. He said the amount will fully fund the \$8.5 million project, which previously received \$1.8 million in repurposed Liberty Corridor funding. The Freeholder noted that, in keeping with the NJTPA Board's recently approved policy on including third-party revenue sources in the TIP, the president of Conrail provided a letter of funding commitment.

The Chairman noted that during the meeting, Central Staff, reported on the findings of the 2017 Federal Highway Administration audit of New Jersey's Highway Safety Improvement Program, which funds the NJTPA's very successful Local Safety Program. He said the audit found that New Jersey's Local Safety Program is in general compliance with federal requirements, and the state's investments were found to satisfy performance measure requirements. The final process review report, which was emailed to the Board and the RTAC in February, included some observations and recommendations for all the state's MPOs and NJDOT in carrying out the program.

Action Item 1: (Attachment 2)

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

Action Item 2: (Attachment 3)

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

The Board agreed to vote on Action Items 3-12 with a single roll call. A motion to approve the resolutions was made by Sussex County, seconded by Hunterdon County and carried unanimously. The action items are as follows:

Action Item 3: Minor Amendment to the FY 2018 - 2021 Transportation Improvement Program to Add Federal Funds to the Route 15, Bridge over Paulins Kill Project as Requested by NJDOT (Attachment 4)

Action Item 4: Minor Amendment to the FY 2018-2021 Transportation Improvement Program to Add Federal Funds to the Route 10, WB Route 287 to Jefferson Road Project as Requested by NJDOT (Attachment 5)

Action Item 5: Minor Amendment to the FY 2018-2021 Transportation Improvement Program to Add Federal Funds to the Route 4, Grand Avenue Bridge Project as Requested by NJDOT (Attachment 6)

Action Item 6: Minor Amendment to the FY 2018-2021 Transportation Improvement Program to Add Federal Funds to the Route 31, Route 78/22 to Graysrock Road Project as Requested by NJDOT (Attachment 7)

Action Item 7: Minor Amendment to the FY 2018-2021 Transportation Improvement Program to Add Federal Funds to the Route 80, Taft Avenue, Pedestrian Bridge over Route 80 Project as Requested by NJDOT (Attachment 8)

Action Item 8: Minor Amendment to the FY 2018-2021 Transportation Improvement Program to Add Federal Funds to the Hamilton Road, Bridge over Conrail RR Project as Requested by NJDOT (Attachment 9)

Action Item 9: Minor Amendment to the FY 2018-2021 Transportation Improvement Program to Add Federal Funds to the Route 46, Route 80 to Walnut Road Project as Requested by NJDOT (Attachment 10)

Action Item 10: Minor Amendment to the FY 2018-2021 Transportation Improvement Program to Add Federal Funds to the Route 82, Rahway River Bridge Project as Requested by NJDOT (Attachment 11)

Action Item 11: Minor Amendment to the FY 2018-2021 Transportation Improvement Program to Add Federal Funds to the Route 34, CR 537 to Washington Ave., Pavement Project as Requested by NJDOT (Attachments 12)

Action Item 12: Minor Amendment to the FY 2018-2021 Transportation Improvement Program to Add Federal Funds to the Route 46, Bridges over Route 17 Project as Requested by NJDOT (Attachment 13)

Planning and Economic Development – Freeholder John W. Bartlett, Chair

Planning and Economic Development Committee Vice Chair, Freeholder Matthew Holt, Hunterdon County, reported that the Committee recommended approval of the 2019 UPWP, which outlines all regional transportation planning and related work being done by Central Staff, the subregions, and the Transportation Management Associations (TMAs), during FY 2019, which begins July 1. He said drafts of the UPWP and budget were distributed to the Board, RTAC, NJDOT, NJ TRANSIT and the federal partners in December for review and comment. He noted that NJDOT commended the NJTPA, the subregions and the TMAs for effectively incorporating federal and state emphasis areas throughout the work program, particularly emerging technologies, public engagement efforts focused on low-income and minority communities, bicycle/pedestrian safety, Complete Streets policy, resiliency, freight planning and the Local Safety Program.

Freeholder Holt said that, based on feedback, changes to the document had been made since the initial draft was issued. First, at the request of Jersey City, the Corridor Studies and Project Planning task was expanded to include exploration of multimodal transportation options to improve access to the Jersey City waterfront, including examination of the Bergen Arches and Secaucus Junction corridors. He said it will be a coordinated interagency effort that will include Hudson County.

The Freeholder said NJDOT requested that all three of the state's MPOs continue to assist with collection of Model Inventory of Roadway Elements (MIRE) data, and NJTPA is happy to assist in this effort, adding it to the Interagency Planning Collaboration task. Also, NJ TRANSIT provided input on transit-related activities and noted work efforts where they will be actively

engaged with the NJTPA, specifically corridor studies, project planning and local mobility programs.

Freeholder Holt also reported that, in the area of freight planning, an activity for developing and monitoring freight performance measures was added to the work program, and like all of the NJTPA's performance measure work, this effort will be coordinated with other agencies. Under the Environmental and Climate Change Planning task. A new effort was added for coordinating with other agencies to address resiliency issues as well. This includes working with NJDOT and the Federal Highway Extreme Weather Pilot Program.

The Freeholder noted that the budget for training and professional development and consultant contracts was reduced.

Freeholder Holt said that, also at the Joint meeting, Central Staff alerted the Committee to two important upcoming actions items concerning federally required performance measures. The Committee will consider these items in April, and they will come before the Board in May. One will be endorsement of an agreement between the state's MPOs, NJDOT, NJ TRANSIT and the Port Authority of New York & New Jersey (PANYNJ) that documents cooperation on target setting for the performance measures. This includes the safety performance targets adopted by the Board last fall. He said the other action item involves setting targets for congestion performance measures for urbanized areas with more than 1 million people. The NJTPA region is part of two such areas —the New Jersey/Philadelphia urbanized area and the New Jersey/New York City urbanized area. The Freeholder said staff has been working with other agencies and MPOs in these areas to develop targets for two required measures: excessive delay and single-occupancy vehicle rates.

The Freeholder said that Central Staff also updated the Committee on the NJTPA's recent participation at the Future Cities competition held at Rutgers in January. The event features model cities designed and built by middle school students and includes participation by various public agencies and private firms, giving students a chance to learn from working professionals in planning and engineering.

Action Item 13: Approval of the FY 2019 Unified Planning Work Program (Attachment 14)

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

Freight Initiatives – Freeholder Charles Kenny, Chair

Freeholder Kenny reported that, at its February meeting, the Committee heard three presentations that focused on accommodating truck movements in dense urban settings and in communities implementing Complete Streets and Smart Growth policies.

The Freeholder said that, first, the Committee was joined by Axel Carrión of UPS who briefed them on the company's approach to the challenges associated with e-commerce deliveries. He

noted that internet sales increased 16 percent in 2017 and were responsible for 49 percent of overall growth in retail sales. Mr. Carrión said this high demand means that UPS drivers are facing more challenges in terms of congestion, competition for curb space, servicing high-rise buildings, local restrictions on trucks, and other issues. Mr. Carrión discussed some ways UPS is working with municipalities to address these challenges through both low-tech and high-tech innovations. In some U.S. cities, the company has launched three-wheeled cycles called E-Trikes that are mounted with large boxes to hold deliveries. These vehicles have easier access than trucks to many urban areas and a low environmental impact. UPS also uses a variety of alternatives where customers can pick up packages, including delivery lockers, local business partners and alternate locations for customers who cannot be on hand to receive a package. On the high-tech side, UPS maximizes driver efficiency through the Orion Route Navigation System, which uses hundreds of thousands of calculations every second to configure the most optimal delivery routes.

Freeholder Kenny said Alison Conway, Associate Professor of Civil Engineering at The City College of New York discussed the college's work with the New York City Department of Transportation to develop a guidebook for incorporating trucks into Complete Street programs. She said that the City's streetscape is rapidly changing to accommodate pedestrians, cyclists, and buses in ways that reduce lane and curbside capacity for goods movement. At the same time, e-commerce is increasing demand for shipments to residential neighborhoods. Dr. Conway said the guidebook will serve as an educational tool, providing engineering solutions for accommodating trucks, such as modifying corner curbs to provide adequate turning space, and more. The final guidebook, which will include education modules for schools and agencies, will be published in the spring.

The Freeholder said Chris Lamm, of Cambridge Systematics, introduced another guidebook for integrating freight into downtowns and other Smart Growth environments. Published by the National Cooperative Highway Research Program, the guide offers best practices for designing places and streets, managing parking and loading zones, and promoting safe and efficient logistics. Mr. Lamm pointed out that freight supports community livability in terms of manufacturing, warehousing and distribution, construction, retail, restaurants, institutions, direct-to-consumer delivery, and waste management.

Freeholder Kenny said that all three of these speakers stressed the importance of coordination across all sectors and organizations – municipal, regional, state and federal, as well as private entities and communities – to find better ways to address goods movement, which is playing an ever increasing role in the economy and quality of life.

The Freeholder said, also at the meeting, the Committee heard from NJDOT that the Department received 77 applications totaling \$152 million for the \$30 million available in the new Local Freight Impact Fund program. NJDOT's Local Aid Office will conduct fieldwork and analysis on the applications.

Freeholder Kenny said the Committee learned from the PANYNJ that a rule change by the New York City Department of Transportation has eased permitting requirements for overweight containers moved by trucks crossing the Goethals Bridge between New Jersey and the Howland

Hook Marine Terminal in Staten Island. The Freeholder said the PANYNJ also reported that work will begin on the Tier 2 Environmental Impact Statement for the Cross Harbor Freight Movement project.

H. Federal Policy Update – Freeholder Matthew Holt

Freeholder Holt reported that, in February, the President’s administration released a new infrastructure proposal that focused on encouraging private investment; emphasizing greater funding from the state and local level; providing block grants to states for projects in rural areas; and streamlining project approvals and reducing regulation. The proposal seeks to generate \$1.5 trillion in total transportation investment, with \$200 billion in direct federal funding. The Freeholder noted no legislation to advance the initiatives in the proposal had been put forward in the House or Senate, and the reception to the proposal appeared to be somewhat lukewarm.

Freeholder Holt said that the National Association of Regional Councils held a meeting in Washington D.C. in February, and NJTPA staff heard from representatives of various MPOs and regional councils across the country, and the need for a strong federal partner was a common theme.

The Freeholder noted the news stories regarding the Administration’s reluctance to support the Gateway Program, including the much-needed Hudson River tunnels and Portal Bridge replacement. In February, the Federal Transit Administration downgraded the rating of the Portal Bridge replacement project from medium-high to medium-low, and gave the Hudson River tunnels project the same rating.

Freeholder Holt said the Hudson River Tunnel, Portal Bridge and the full Gateway program are critically important for the regional and national economies. He encouraged any Board members who may be talking to their representatives in Congress to urge them to show continued support for this important work and to ask the Administration to reconsider its position.

The Freeholder reported also that USDOT announced the latest round of TIGER grants, and it included \$18.26 million to NJDOT for bridge and ramp replacement on Route 3 near the North Bergen Park and Ride. On behalf of the Board, he thanked USDOT for supporting this important and regionally significant project.

I) Public Participation

Neile Weissman, Complete George, said by 2026 it is likely that the region will face the need to supplement trans-Hudson commuting capacity for the duration of the Hudson Tunnel project. He said adding two 10-foot paths to the existing two 7-foot paths on the George Washington Bridge would create capacity to safely support 4,000 cycling commuters per hour, in addition to pedestrians. He said cycling infrastructure is a low-cost means to expand transit capacity.

Bette Jane Kowalski, Vice Chair of Union County Board of Chosen Freeholders and NJTPA Board Alternate, said she fully supports Mayor Baraka’s request for improving Newark Penn Station. She said, as a member of the Raritan Valley Rail Coalition, she knows that

improvements to the station will make a much better experience for Raritan Valley line riders as well as riders on the many other train lines that stop there. She said she will ask her colleagues to support the Mayor's request, and she believes that, with support for the Governor's budget, efforts to increase revenues, and appeals to the federal sponsors, the region has a good chance of achieving rail improvements that would benefit all.

Roz Moskowitz-Bielski, Pleasant Valley Civic Association, which is dedicated to the safety and beautification of the Pleasant Valley Way corridor in West Orange, thanked the NJTPA for the various educational seminars and workshops it holds on topics such as Complete Streets and road diets. Ms. Moskowitz-Bielski reported that there was a recent pedestrian fatality on the road, which she said is used by 3,000 school children. She said Pleasant Valley Way became a very fast four-lane arterial with the advent of Route 280, and a connection from the highway to Verona and West Caldwell would alleviate some of the traffic pressure on the road, which is Exit Seven off the highway. Ms. Moskowitz-Bielski called for coordinated action by local, county and state level governments to address the issue.

Former NJTPA Chairman, Freeholder Peter Palmer, Somerset County said there is nothing more important to the entire economy of North Jersey than the ability to get back and forth across the Hudson River.

County Executive Thomas DeGise, commended Freeholder Palmer for his contributions to the NJTPA. He noted Freeholder Palmer's deep knowledge, especially in the area of freight, and his ability to work with others to bring about productive solutions. The County Executive thanked the Freeholder for his leadership and guidance and wished him a fine retirement. Freeholder Palmer thanked the County Executive, also a former NJTPA Chairman, for his own service.

J) Time and Place of Next Meeting

Chairman Estrada announced that the next meeting of the NJTPA will be held on Monday, May 14, 2018 at 10:00 a.m., at the NJTPA offices at One Newark Center, Newark, NJ.

K) Adjournment

At 11:20 a.m., motion to adjourn was made by Hunterdon County, seconded by Middlesex County and carried unanimously.

Attachment 1

NORTH JERSEY TRANSPORTATION PLANNING AUTHORITY, INC.
Meeting of the Board of Trustees
Attendance Record: March 12, 2018

Subregion/Agency	Voting Members/Alternates	Staff & Others
Bergen County	Peter Botsolas	Joseph Baladi
Essex County		David Antonio
Hudson County	Hon. Thomas DeGise Megan Massey	
Hunterdon County	Hon. Matthew Holt	
Jersey City	Hon. Marcos Vigil	Barkha Patel
Middlesex County	Hon. Charles Kenny	George Ververides Tony Gambilonghi
Monmouth County	Hon. Teri O'Connor	Joseph Ettore
Morris County	Hon. Kathy DeFillippo (via phone) Gerald Rohsler	
Newark	Hon. Ras Baraka Phillip Scott	Uzoma Anukwe Kimberly Singleton
Ocean County	Hon. John Kelly John Ernst	
Passaic County	Hon. John Bartlett	Mike Lysicatos
Somerset County	Hon. Mark Caliguire Walt Lane	Andras Holzmann
Sussex County	Hon. Carl F. Lazzaro Tom Drabic	
Union County	Hon. Angel Estrada Hon. Bette Jane Kowalski	
Warren County	David Dech	
Governor's Office	Craig Ambrose (via phone)	
NJDOT	Gary Brune	Eric Powers
NJ TRANSIT	Lou Millan	
Port Authority of NY & NJ		Steve Brown
Citizen's Representative	Jamie LeFrak Jared Rodriguez	

Other Attendees	
Anna Aleynick	AECOM
Rosary Morelli	Citizen of West Orange
Neile Weissman	Complete George
Jack Kanarek	Dewberry

Ali Vaez	Dewberry
Dave Kuhn	GPI
Bob Werkmeister	GPI
Tara Shepherd	HART/TMAC
Gene Little	KS Engineers
Chris Jakway	Louis Berger
Tahmina Malik	Louis Berger
Leslie London	McManimon, Scotland & Baumann, LLC
Frank Scarantino	Mott MacDonald
Roz Moskowitz Bielsky	Pleasant Valley Civic Assoc.
Ty Dickerson	STV Inc.
Dan Callas	TransOptions
Various members of Central Staff	NJTPA

**DRAFT RESOLUTION: MINOR AMENDMENT TO THE
FY 2018 – 2021 TRANSPORTATION IMPROVEMENT
PROGRAM TO ADD THE NEWARK BROAD STREET
TRAFFIC SIGNAL OPTIMIZATION PROJECT AS
REQUESTED BY THE CITY OF NEWARK**

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 2018 – 2021 Transportation Improvement Program (TIP) on November 13, 2017; 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 the addition of a federally funded project that is not listed in the current TIP and does not require a new air quality conformity determination constitutes a minor amendment; and

WHEREAS, the City of Newark is requesting that the Newark Broad Street Traffic Signal Optimization project (DB# N1808) be added to the TIP; and

WHEREAS, fiscal constraint is maintained because funds have been made available for this project through the Consolidated Appropriations Act of FY 2016 (from congressionally designated DEMO ID# NJ169); 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, 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 2018 – 2021 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: APPROVAL OF A MINOR AMENDMENT TO THE
FY 2018 – 2021 TRANSPORTATION IMPROVEMENT
PROGRAM TO TRANSFER FEDERAL FUNDS TO NJ
TRANSIT TO SUPPORT THE LOCAL MOBILITY
INITIATIVE SHUTTLE PROGRAM**

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

WHEREAS, the NJTPA formally adopted the FY 2018 – 2021 Transportation Improvement Program (TIP) on November 13, 2017; 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 the addition of federal funds to a line item where none are currently programmed constitutes a minor amendment; and

WHEREAS, based on a solicitation and in coordination with NJ TRANSIT, the NJTPA Board approved eight local mobility initiative shuttle projects; and

WHEREAS, the funds are programmed in the NJDOT Local CMAQ Initiatives line item (DB# X065) and must be transferred to the NJ TRANSIT Small/Special Services line item (DB# T120) in order to be authorized for use; and

WHEREAS, fiscal constraint is maintained because funds have been programmed 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 do not apply to this action; and

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

WHEREAS, no action authorized by the NJTPA shall have force or effect until ten (10) days, Saturdays, Sundays and public holidays excepted, after a copy of the minutes of the meeting of the Board of Trustees has been delivered to the Governor for review, unless prior to

expiration of the review period the Governor shall approve same, in which case the action shall become effective upon such approval.

NOW, THEREFORE, BE IT RESOLVED, that the North Jersey Transportation Planning Authority hereby approves the specified amendment to the FY 2018 – 2021 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 2018 – 2021 TRANSPORTATION IMPROVEMENT
PROGRAM TO ADD FEDERAL FUNDS TO THE ROUTE
15, BRIDGE OVER PAULINS KILL PROJECT AS
REQUESTED BY NJDOT**

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 2018 – 2021 Transportation Improvement Program (TIP) on November 13, 2017; 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 at any time; and

WHEREAS, according to the MOU the addition of federal funds to a project where none are currently programmed constitutes a minor amendment; and

WHEREAS, NJDOT is requesting that the Route 15, Bridge over Paulins Kill project (DB# 09319) be programmed with repurposed DEMO funds and federal National Highway Performance Program (NHPP) funds; and

WHEREAS, fiscal constraint is maintained because funds have been made available for this project through the Consolidated Appropriations Act of FY 2016 (from congressionally designated DEMO ID# NJ209) and NHPP funds are available according to the fiscal constraint chart; 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, 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 2018 – 2021 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 2018 – 2021
TRANSPORTATION IMPROVEMENT PROGRAM TO
ADD FEDERAL FUNDS TO THE ROUTE 10, WB ROUTE
287 TO JEFFERSON ROAD PROJECT AS REQUESTED BY
NJDOT**

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 2018 – 2021 Transportation Improvement Program (TIP) on November 13, 2017; 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 at any time; and

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

WHEREAS, NJDOT is requesting that the Route 10, WB Route 287 to Jefferson Road project (DB# 12436) be programmed with federal National Highway Performance Program (NHPP) funds for Design; and

WHEREAS, fiscal constraint is being maintained according to the fiscal constraint charts; 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, 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 2018 – 2021 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 2018 – 2021 TRANSPORTATION IMPROVEMENT
PROGRAM TO ADD FEDERAL FUNDS TO THE ROUTE 4,
GRAND AVENUE BRIDGE PROJECT AS REQUESTED BY
NJDOT**

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 2018 – 2021 Transportation Improvement Program (TIP) on November 13, 2017; 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 the addition of federal funds to a project where none are currently programmed and a new air quality conformity determination is not required constitutes a minor amendment; and

WHEREAS, NJDOT is requesting that the Route 4, Grand Avenue Bridge project (DB# 08410) be programmed with federal National Highway Performance Program (NHPP) funds for Preliminary Engineering and Design; and

WHEREAS, fiscal constraint is being maintained according to the fiscal constraint charts; 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, 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 2018 – 2021 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 2018 – 2021 TRANSPORTATION IMPROVEMENT
PROGRAM TO ADD FEDERAL FUNDS TO THE ROUTE
31, ROUTE 78/22 TO GRAYSROCK ROAD PROJECT AS
REQUESTED BY NJDOT**

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 2018 – 2021 Transportation Improvement Program (TIP) on November 13, 2017; 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 the addition of federal funds to a project where none are currently programmed and a new air quality conformity determination is not required constitutes a minor amendment; and

WHEREAS, NJDOT is requesting that the Route 31, Route 78/22 to Graysrock Road, project (DB# 11342A) be programmed with federal National Highway Performance Program (NHPP) funds for Preliminary Engineering and Design; and

WHEREAS, fiscal constraint is being maintained according to the fiscal constraint charts; 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, 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 2018 – 2021 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 2018 – 2021 TRANSPORTATION IMPROVEMENT
PROGRAM TO ADD FEDERAL FUNDS TO THE ROUTE
80, TAFT AVENUE, PEDESTRIAN BRIDGE OVER ROUTE
80 PROJECT AS REQUESTED BY NJDOT**

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 2018 – 2021 Transportation Improvement Program (TIP) on November 13, 2017; 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 the addition of federal funds to a project where none are currently programmed and a new air quality conformity determination is not required constitutes a minor amendment; and

WHEREAS, NJDOT is requesting that the Route 80, Taft Ave., Pedestrian Bridge over Route 80 project (DB# 16308) be programmed with federal National Highway Performance Program (NHPP) funds for Preliminary Engineering and Design; and

WHEREAS, fiscal constraint is being maintained according to the fiscal constraint charts; 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, 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 2018 – 2021 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 2018 – 2021 TRANSPORTATION IMPROVEMENT
PROGRAM TO ADD FEDERAL FUNDS TO THE
HAMILTON ROAD, BRIDGE OVER CONRAIL RR
PROJECT AS REQUESTED BY NJDOT**

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 2018 – 2021 Transportation Improvement Program (TIP) on November 13, 2017; 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 the addition of federal funds to a project where none are currently programmed and a new air quality conformity determination is not required constitutes a minor amendment; and

WHEREAS, NJDOT is requesting that the Hamilton Road, Bridge over Conrail RR project (DB# 14416) be programmed with federal Surface Transportation Block Grant Program (STBGP) funds for Preliminary Engineering and Design; and

WHEREAS, fiscal constraint is being maintained according to the fiscal constraint charts; 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, 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 2018 – 2021 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 2018 – 2021 TRANSPORTATION IMPROVEMENT
PROGRAM TO ADD FEDERAL FUNDS TO THE ROUTE
46, ROUTE 80 TO WALNUT ROAD PROJECT AS
REQUESTED BY NJDOT**

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 2018 – 2021 Transportation Improvement Program (TIP) on November 13, 2017; 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 the addition of federal funds to a project where none are currently programmed and a new air quality conformity determination is not required constitutes a minor amendment; and

WHEREAS, NJDOT is requesting that the Route 46, Route 80 to Walnut Road project (DB# 11340A) be programmed with federal National Highway Performance Program (NHPP) funds for Preliminary Engineering and Design; and

WHEREAS, fiscal constraint is being maintained according to the fiscal constraint charts; 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, 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 2018 – 2021 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 2018 – 2021 TRANSPORTATION IMPROVEMENT
PROGRAM TO ADD FEDERAL FUNDS TO THE ROUTE
82, RAHWAY RIVER BRIDGE PROJECT AS REQUESTED
BY NJDOT**

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 2018 – 2021 Transportation Improvement Program (TIP) on November 13, 2017; 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 the addition of federal funds to a project where none are currently programmed and a new air quality conformity determination is not required constitutes a minor amendment; and

WHEREAS, NJDOT is requesting that the Route 82, Rahway River Bridge project (DB# 94019) be programmed with federal funds for Preliminary Engineering; and

WHEREAS, fiscal constraint is maintained because funds have been made available for this project through the Consolidated Appropriations Act of FY 2016 and National Highway Performance Program (NHPP) funds are available; 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, 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 2018 – 2021 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 2018 – 2021 TRANSPORTATION IMPROVEMENT
PROGRAM TO ADD FEDERAL FUNDS TO THE ROUTE
34, CR 537 TO WASHINGTON AVE., PAVEMENT
PROJECT AS REQUESTED BY NJDOT**

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 2018 – 2021 Transportation Improvement Program (TIP) on November 13, 2017; 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 the addition of federal funds to a project where none are currently programmed and a new air quality conformity determination is not required constitutes a minor amendment; and

WHEREAS, NJDOT is requesting that the Route 34, CR 537 to Washington Ave, Pavement project (DB# 11307) be programmed with federal funds for Design; and

WHEREAS, fiscal constraint is maintained because funds have been made available for this project through the Consolidated Appropriations Act of FY 2016 and National Highway Performance Program (NHPP) funds are available; 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, 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 2018 – 2021 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 2018 – 2021 TRANSPORTATION IMPROVEMENT
PROGRAM TO ADD FEDERAL FUNDS TO THE ROUTE
46, BRIDGES OVER ROUTE 17 PROJECT AS
REQUESTED BY NJDOT**

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 2018 – 2021 Transportation Improvement Program (TIP) on November 13, 2017; 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 the addition of federal funds to a project where none are currently programmed and a new air quality conformity determination is not required constitutes a minor amendment; and

WHEREAS, NJDOT is requesting that the Route 46, Bridges over Route 17 project (DB# 14418) be programmed with federal National Highway Performance Program (NHPP) funds for Preliminary Engineering and Design; and

WHEREAS, fiscal constraint is being maintained according to the fiscal constraint charts; 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, 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 2018 – 2021 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: APPROVAL OF THE FY 2019 UNIFIED PLANNING WORK 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, pursuant to 23 U.S.C. 104 (f) et. seq. and 49 U.S.C. 1607 et. seq., is responsible for the development of the Unified Planning Work Program (UPWP) to guide the transportation planning process in northern New Jersey; and

WHEREAS, the Fiscal Year 2019 UPWP (July 1, 2018 to June 30, 2019) describes all urban transportation and transportation-related planning activities to be undertaken by the NJTPA Central Staff, New Jersey Department of Transportation, NJ TRANSIT, NJTPA subregions, Transportation Management Associations, and other planning agencies in the region; and

WHEREAS, the FY 2019 UPWP is fully consistent with the U.S. Department of Transportation Metropolitan Transportation Planning Regulations (23 CFR part 450) which became effective May 27, 2016, as well as the “Fixing America’s Surface Transportation Act” (FAST Act); and

WHEREAS, any FY 2019 Compensation Plan and salary parameters will be subject to the NJTPA Executive Committee approval and New Jersey Institute of Technology confirmation; 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 FY 2019 Unified Planning Work Program for the region.

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.