



KATHRYN A. DeFILLIPPO, CHAIR

Board Meeting Minutes

September 13, 2021

A. Open Public Meetings Act Compliance

Chair Kathy DeFillippo, Morris County, called the meeting to order at 10:30 a.m. Beverly Morris, Central Staff, reported that, in accordance with the Open Public Meetings Act, Chapter 231, P.L.1975, adequate notice of this meeting had been forwarded to the *Star Ledger*, the *Asbury Park Press*, the *Courier News*, the *Daily Record*, the *Home News Tribune*, the *Jersey Journal*, *New Jersey Herald*, and *The Record*.

B. Roll Call

Ms. Morris called the roll, and 18 voting members were present. (Attachment 1).

D. Approval of Minutes

A motion to approve the minutes of the July 12, 2021 meeting was made by Warren County, seconded by Sussex County and carried with 16 affirmative votes. Morris and Union counties abstained

E. Chairman's Remarks

Chair DeFillippo said the devastating storm two weeks past was a stark and tragic reminder of how vulnerable the region remains to extreme weather that can overwhelm infrastructure and put lives at risk. She said it underscores the need for federal action to bolster infrastructure funding, which is being considered by Congress. She said the Board would be considering approval of Plan 2050, the region's long range transportation plan, an action they take every four years, and the Transportation Improvement Program (TIP), which is essentially the short-term implementation of the long range plan. She said both documents focus on improving the condition and resiliency of infrastructure and helping to meet state climate change goals. Chair DeFillippo said the Board was also being asked to approve the Air Quality Conformity Determination for both the plan and TIP, which demonstrates that the NJTPA is making transportation investments that help the region to meet the state's clean air goals. The Chair said preparing these draft documents is an enormous undertaking that includes extensive public and stakeholder engagement.

Chair DeFillippo said, although NJTPA staff have been working remotely for the last 18 months due to the pandemic, they were able to complete these core documents while engaging more members of the public than four years ago. She noted that virtual public meetings have been beneficial to expanding public participation, and despite the pandemic-driven shift from in-person to virtual meetings and events, the NJTPA still gathered input from a diverse cross-section of the region's residents, and that is reflected in the documents.

The Chair noted that the full reopening of the NJTPA offices has been rescheduled for October 18, the date set by Governor Murphy when he mandated that all state employees get vaccinated before offices reopen. She said the Governor's Authorities Unit has also instructed the NJTPA to continue holding Board and Committee meetings virtually until further notice.

Chair DeFillippo highlighted some of the goals presented in Plan 2050. The plan's theme is Transportation, People and Opportunity, and it prioritizes creating accessible and equitable transportation that addresses the needs of the travelling public, particularly low-income and minority communities. She said reducing crashes and ensuring the safety of all travelers remains a primary focus across all NJTPA policies, programs, and investments. Along with a focus on improving resilience to storms, rising sea levels, and other climate impacts, the plan continues a "fix it first" approach to repairing and maintaining the region's transportation system.

The Chair said Plan 2050 recognizes that improving transit will help the NJTPA to solve some of the region's most difficult challenges, but this requires increased funding and more stable funding mechanisms. She said it is hoped that the region will see more funding for transit in the future, particularly for a new Hudson River tunnel, which has seen increased attention at the federal level in recent months. She noted that, in late June, Transportation Secretary Buttigieg toured the existing tunnels, which were severely damaged by Superstorm Sandy, and he offered his support for a new tunnel.

Chair DeFillippo said the plan also supports active transportation such as bicycle lanes and pedestrian improvements to better connect neighborhoods to key destinations. It also calls for addressing freight infrastructure needs to prepare for the region's anticipated growth in freight volume and e-commerce.

The Chair said the full plan, a series of background papers, and the technical documents that informed its development are all available on the NJTPA website. She said she is confident that Plan 2050 sets the region on the right course for the future.

Chair DeFillippo asked for comments from NJDOT and NJ TRANSIT. Andy Swords, NJDOT, said the Department activated maintenance crews to deal with flooding and other storm-related issues in response to the impact of Hurricane Ida on the region. He said, thanks to NJDOT's quick response and hard work, all interstate highways were opened less than 12 hours after the storm began. Routes 1&9, 1 and 29, which had significant flooding, were reopened within four days.

Mr. Swords said, during the storm, NJDOT, the New Jersey Turnpike Authority and the State Police utilized the NJ 511 Connect alert system for the first time, enabling transportation

agencies to proactively text information directly to motorists who were trapped in long-term highway closures. He said the system was implemented for six instances and 1,085 people had subscribed.

Mr. Swords said nearly all identified emergency projects have been completed, and NJDOT continues to support county requests for assistance.

Jeremy Colangelo-Bryan, NJ TRANSIT, said the NewBus Newark bus system redesign for 38 routes in Newark and surrounding communities nears completion, and the robust public engagement reflects the efficiencies of the virtual meeting format. He noted that NJ TRANSIT established a resilience program after Superstorm Sandy.

Mr. Colangelo-Bryan said a National Environmental Policy Act Record of Decision on the Hudson Tunnel Project was issued in May, and it allows the project to proceed into Final Design, assuming funding is available. He said NJ TRANSIT is working closely with its partners at the Port Authority of New York & New Jersey (PANYNJ) Gateway Development Commission and others to develop a financial plan for the Federal Transit Administration's Capital Investment Grant Program. Mr. Colangelo-Bryan said NJ TRANSIT appreciates the ongoing actions taken by the NJTPA to advance the project.

F. Executive Director's Report

NJTPA Executive Director Mary D. Ameen said Board approval of Plan 2050, the TIP, and the Air Quality Conformity Determination, represents the culmination of many months of staff work, in cooperation with the subregions and partner agencies. She noted that the Board was provided with a summary of comments received from over 100 individuals and organizations during the 30-day comment period conducted for the documents. She said the summary includes NJTPA responses and describes changes made to the plan to address those comments. The full text of comments received is available on the NJTPA website.

Ms. Ameen said that in addition to the comments received during the comment period, over the last year more than 2,000 people offered input on the plan through outreach events, symposiums, surveys, and other activities. In organizing these activities, the NJTPA not only followed existing best practices for conducting virtual outreach, but also developed its own best practices that have been recognized nationally for innovation. Examples include the series of TPA Tuesdays forums focusing on key issues and the final "open house" public meeting, where staff created virtual breakout rooms to engage the public and stakeholders.

Ms. Ameen said this engagement surpassed pre-pandemic numbers for the last plan, in part by removing time and distance barriers to participation. She said the NJTPA will continue to adapt to changing circumstances and show flexibility in future planning activities and outreach. She thanked all who participated. Ms. Ameen said a final polished version of the plan will be issued this fall, and it will include refined text, photos, and graphics. Videos and other educational materials on the plan and TIP will be produced as well.

Ms. Ameen said work has already commenced on initiatives in the FY 2022 Unified Planning Work Program that directly address the priorities in Plan 2050. This includes work on a regional Active Transportation Plan, an updated greenhouse gas inventory, continued work on performance measures assessing transportation equity and safety, and much more.

Ms. Ameen said the NJTPA must also be prepared to deliver projects through the TIP as part of any federal infrastructure funding measures that may come from Washington. She said the agency must also attend to many unprecedented challenges identified in Plan 2050, such as the impacts of the pandemic in altering commuting and transit use, growing threats from climate change, the need to better serve minority and low-income communities, advances in technology, and economic changes that are altering land use, logistics and the freight sector.

Ms. Ameen announced a September 14 meeting of the Multi-State Freight Working Group of the Metropolitan Area Planning (MAP) Forum. The group is composed of 10 Metropolitan Planning Organizations in New Jersey, New York, Connecticut, and Pennsylvania. She said the presentations will focus on Industrial Real Estate Trends and Considerations, including the proliferation of e-commerce facilities and the increased deliveries they generate on local roads.

G. Planning for 2050 Presentation: Enhancing Resilient Supply Chains and U.S. Manufacturing

Monica J. Gorman, Deputy Assistant Secretary for Manufacturing Industry & Analysis, International Trade Administration, Department of Commerce, provided an overview of the Department's efforts to ensure resilient and secure supply chains and the Administration's efforts to "build back better" transportation infrastructure.

Ms. Gorman said, in February, President Biden issued an Executive Order that emphasizes the United States' need for resilient, diverse, and secure supply chains to ensure economic prosperity and national security. The Executive Order mandated reports within 100 days for four critical supply chains: semiconductors, advanced batteries, pharmaceuticals, and critical minerals. She noted that semiconductors, advanced batteries, and the minerals that underpin are vital to transportation, infrastructure, and transportation manufacturing.

Ms. Gorman said the Department of Commerce led the 100-day report on semiconductors, and the report recommends that Congress support at least \$50 billion in investments to advance domestic manufacturing of leading-edge semiconductors, as well as expand capacity and memory production to support critical manufacturing, industrial, and defense applications and ensure that the next generation of semiconductors are developed and produced in the United States. She pointed out that the United States' share of global semiconductor production has dropped from 37 percent in 1992 to 12 percent today and is projected to decline further without a comprehensive strategy to support the industry.

Ms. Gorman said U.S. transportation, logistics and infrastructure are facing many challenges, and the Port of New York and New Jersey is a critical gateway for the supply chains that underpin American manufacturing. She said the Department of Commerce is keenly aware of

how today's supply chain-wide congestion crisis affects the port, and they are working with private sector companies and federal agency partners to help address them.

Ms. Gorman noted that one of the most important elements of supply chain work is stakeholder engagement, and the most direct way to be involved is to provide input to the Advisory Committee on Supply Chain Competitiveness. She noted that NJTPA staff member Anne Strauss-Wieder is a member of the advisory committee. She said the Commerce Department is grateful for the input. She also said the department will begin stakeholder consultations soon, and she encouraged all to keep an eye out for the Notice of Inquiry in the Federal Register.

H. Committee Reports/Action Items

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

Committee Vice Chair, Commissioner Sarah Sooy, Somerset County, said the Committee considered three action items at the August joint meeting. First, the Committee endorsed *Plan 2050: Transportation, People, Opportunity*, along with the accompanying Air Quality Conformity Determination. Under federal law, the NJTPA, as a Metropolitan Planning Organization, must update its long-range plan every four years to continue receiving federal transportation funding.

The Commissioner said Plan 2050 represents an important blueprint for guiding the long-term planning work of the agency and shaping future investments. She said the plan projects that by 2050, the region's population will grow by 15 percent to 7.7 million, vehicle miles of travel will grow by 11 percent, and freight movement will grow by 16 percent. To meet this growth, the plan identifies strategies and investments to fix and maintain existing road and rail networks. Commissioner Sooy said this includes the application of new technologies and expansion of transit and other travel options.

The Commissioner said the required Air Quality Conformity Determination that accompanies the plan demonstrates that regional transportation investments collectively help to improve air quality and meet the requirements of the Clean Air Act.

Commissioner Sooy said the Committee also considered the Fiscal Year (FY) 2022 Study & Development Program. The program consists of projects in the Concept Development phase, which includes planning, environmental reviews, and other activities that prepare projects to be considered for capital funding and possible inclusion in the TIP. She said 10 projects in last year's program graduated into this year's draft TIP. This year's Study & Development Program includes 19 new projects, and 75 that continue their progress in the program. Also at the meeting, the Committee approved an NJ TRANSIT CMAQ funding request for its Bike Shelter Program, and no further action is required on this.

Jared Rodriguez, Citizens' Representative, asked if Plan 2050 includes an emissions target for carbon. Lois Goldman, Central Staff, said the New Jersey Global Warming Response Act 80x50 Report, which includes emissions reduction targets, is referenced in the plan.

Action Item 1: Approval of *Plan 2050: Transportation, People, Opportunity, the Long Range Transportation Plan* and Accompanying Air Quality Conformity Determination (Attachment 2)

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

Action Item 2: Approval of the FY 2022 Study and Development Program (Attachment 3)

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

Project Prioritization Committee – Commissioner John Bartlett, Chair

Commissioner Bartlett reported that the Committee considered two action items at the August meeting. First, the Committee recommended approval of the NJTPA Self-Certification. The Board must self-certify the NJTPA planning process each time the TIP is adopted. This action confirms that the NJTPA complies with all relevant federal regulations and maintains the region's eligibility to receive federal transportation funding.

The Commissioner said the Committee also considered the new TIP for FYs 2022-2025, along with the required Air Quality Conformity Determination. He said nearly \$11.5 billion in investments is programmed during the four years of the TIP. In Fiscal Year 2022, approximately \$1.77 billion is programmed for highway and bridge projects and nearly \$1.25 billion for NJ TRANSIT projects and programs. In keeping with long-standing NJTPA policy, the TIP emphasizes safety and state of good repair, with more than 68 percent dedicated to the management and preservation of the transportation system.

Commissioner Bartlett noted that the Board members had received an addendum to the TIP, which shows the addition of the Port Authority's Port Street Corridor Project, as well as ferry projects in Carteret and South Amboy, both in Middlesex County. Also included in the addendum are three projects that are primarily in the Delaware Valley Regional Planning Commission region, but also have relatively small segments in Middlesex County. They are Route 1, Alexander Road to Mapleton Road; the Route 130 Bridge over the Millstone River; and the Route 130, Westfield Avenue project.

The Commissioner noted that the TIP also underwent a required Air Quality Conformity Determination, and the analysis found that the emissions impact of projects in the TIP were within the budgets set in the State Implementation Plan for addressing key pollutants.

Commissioner Bartlett said the TIP, along with Plan 2050 and the Air Quality Conformity Determination, underwent a 30-day public comment period that included an air quality workshop and public meeting on July 27. The summary of comments on the TIP and the response from NJDOT will be included in an appendix to the TIP.

Action Item 3: Approval of the FY 2022 North Jersey Transportation Planning Authority Self-Certification (Attachment 4)

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

Action Item 4: Approval of the FY 2022-2025 Transportation Improvement Program and the Accompanying Air Quality Conformity Determination (Attachment 5)

Commissioner Jason Sarnoski, Warren County, thanked Chair DeFillippo for her leadership and help with Warren County's concerns about the Route 80 Rockfall Mitigation project. He said her leadership helped bring the County to the table with NJDOT, which has begun to address the concerns at preliminary meetings. He thanked Commissioner Bartlett for his continuing support, which he said reflects the bipartisan nature of the NJTPA Board. He said Commissioner Bartlett has continued to understand and address Warren County's concerns and make sure that they were on the forefront when the TIP came before the Project Prioritization Committee. Commissioner Sarnoski said he would abstain on this action to approve the TIP because, until Warren County sees that some of the concerns are addressed, he cannot support a TIP that has the Route 80 Rockfall Mitigation Project in it.

Tara Mezzanotte, I80 DWG Coalition, thanked the Board for the opportunity to share the concerns of the residents of communities surrounding the Route 80 Rockfall Mitigation project. She thanked Commissioner Sarnoski and others involved for their continuing advocacy for getting NJDOT to address the concerns of Warren County. She said she hopes that when the TIP is revisited in two years some of the safety and visual impact issues with the project are resolved.

A motion to approve the resolution was made by Union County, seconded by Hudson County and carried with 17 affirmative votes. Warren County abstained.

Freight Initiatives – Commissioner Charles Kenny, Chair

Commissioner Kenny said the August meeting of the Freight Initiatives Committee focused on effective urban goods movement management practices in New York City, Washington D.C., and Washington State. He said the first speaker was Diniece Mendes, Director of Freight Mobility for the New York City Department of Transportation, who briefed the Committee on some of the city's recently deployed goods movement strategies, including a successful off-hours deliveries program. Ms. Mendes said the program encourages businesses and transportation providers to shift deliveries to between 7 p.m. and 6 a.m. to help alleviate pressure on daytime traffic and curb access. This approach has also led to cost and time savings for participating companies. In addition, New York City has introduced a cargo bike delivery program that helps to reduce the number of vans and small box trucks, and a Neighborhood Loading Zone program to help handle the pandemic-induced surge in residential deliveries.

Commissioner Kenny said the next speaker was Laura MacNeil, Freight & Urban Delivery Planner at Washington D.C.'s Department of Transportation. Ms. MacNeil said the District provides over 600 loading zones and has implemented a new system under which retailers and

grocery stores can set up temporary “No Parking” signs to clear curbside access for pickups and deliveries, among other efforts.

The Commissioner said the final speaker was Andisheh Ranjbari, Director of the Urban Freight Lab at the University of Washington, who spoke about three pilot research projects: one involves installing parcel lockers at a residential tower to consolidate deliveries, reducing the delivery time for drivers by 50 percent; the second involved creating a neighborhood delivery hub in uptown Seattle incorporating lockers and electric cargo bikes; and the third was developing an app to assist delivery drivers with real time parking availability information.

Commissioner Kenny reported that, also at the meeting, Committee members learned that overall air cargo movements at Newark Liberty International Airport increased by 44 percent since January, and volumes at the port have also continued to reach new highs. He said the PANYNJ has received a \$44 million INFRA grant for the Port Street Corridor Improvement project in Newark. Members also learned that the amount of industrial real estate in the NJTPA region continues to grow rapidly, with several million square feet completed during the most recent quarter.

I) Public Participation

There were no comments from the public.

J) Time and Place of Next Meeting

Chair DeFillippo announced that the next virtual meeting of the NJTPA will be held on Monday, November 8, at 10:30 a.m.

K) Adjournment

At 11:43 a.m., motion to adjourn was made by Middlesex County, seconded by NJ TRANSIT and carried unanimously.

Attachment 1

NORTH JERSEY TRANSPORTATION PLANNING AUTHORITY, INC.
Meeting of the Board of Trustees
Attendance Record: September 13, 2021

Subregion/Agency	Voting Members/Alternates	Staff & Others
Bergen County	Peter Botsolas	Joseph Baladi Chris Helms
Essex County	David Antonio	
Hudson County	Byron Nicholas	
Hunterdon County	Hon. Zach Rich	Katherine Fullerton
Jersey City		Elias Guseman
Middlesex County	Hon. Charles Kenny Doug Greenfeld	
Monmouth County		Joseph Ettore Shilpa Bhojappa
Morris County	Hon. Kathy DeFillippo	John Hayes Dede Murray
Newark	Phillip Scott	Trevor Howard
Ocean County	John Ernst	Mark Jehnke
Passaic County	Hon. John Bartlett	Mike Lysicatos Andras Holzmann Sal Presti
Somerset County	Hon. Sara Sooy Walt Lane	Hon. Paul Drake Ken Wedeen
Sussex County	Hon. Chris Carney Tom Drabic	
Union County	Hon. Bette Jane Kowalski	Liza Betz
Warren County	Hon. Jason Sarnoski David Dech	
Governor's Office	Jeffry Nielsen	
NJDOT	Andy Swords	
NJ TRANSIT	Jeremy Colangelo-Bryan	
Port Authority of NY & NJ	Jay Shuffield	
Citizen's Representative	Jared Rodriguez	

Other Attendees	
Anna Aleynick	AECOM
Neile Weissman	Complete George
Jack Kanerek	Dewberry
Sutapa Bandyopadhyay	Federal Highway Administration

Bob Werkmeister	GPI
Tara Mezzanotte	I80DWG Coalition
Ted Del Guercio	McManimon, Scotland & Baumann, LLC
Various members of Central Staff	NJTPA
Yevgeniy Galinski	NYMTC
Leslie Fordjour	NYMTC
Bethann Rooney	PANYNJ
Blair Wegescheide	PANYNJ
Luke Peterson	PANYNJ
Monica Gorman	US Dept. of Commerce
Brenda Bleacher	
Heather Sykes	
Hilary	
Jim Hess	
Lyly McFeeters	
Linda Weber	
Lynn Bass	
Vichika Iragavarapu	

DRAFT RESOLUTION: *APPROVAL OF PLAN 2050: TRANSPORTATION, PEOPLE, OPPORTUNITY, THE LONG RANGE TRANSPORTATION PLAN AND THE ACCOMPANYING AIR QUALITY CONFORMITY DETERMINATION*

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. 450.322, is responsible for the development of a Long Range Transportation Plan (LRTP) to guide the urban transportation planning process in northern New Jersey; and

WHEREAS, the NJTPA is required to review and update the LRTP every four years; and

WHEREAS, the current LRTP was adopted by the NJTPA in November of 2017; and

WHEREAS, the updated LRTP: *Plan 2050: Transportation, People, Opportunity*, has addressed all federal planning requirements as set forth in 23 U.S.C. 450.322, and is fully consistent with the federal planning regulations guiding the metropolitan planning process; and

WHEREAS, consistent with NJTPA public participation procedures, the NJTPA has provided the public with opportunities for early input into the development of *Plan 2050: Transportation, People, Opportunity*, and has widely distributed the draft Plan and provided opportunities for the public to review and comment; and

WHEREAS, *Plan 2050* is intended to guide the NJTPA's future planning activities and investment decisions to help achieve an intermodal transportation system that facilitates the efficient movement of people and goods; and

WHEREAS, *Plan 2050* includes all regionally significant transportation projects for which a regional emissions analysis is required; and

WHEREAS, the United States Environmental Protection Agency (USEPA), under the authority of the Clean Air Act Amendments of 1990 (CAAA), has designated the northern New Jersey region as among the areas in the United States to be in non-attainment with the National Ambient Air Quality Standards (NAAQS) for ozone (measured by emissions of its precursors: nitrogen oxides (NO_x) and volatile organic compounds (VOCs)) and in maintenance for fine particulate matter (PM_{2.5}, along with its precursor, NO_x), and for carbon monoxide (CO); and

WHEREAS, the transportation plans and programs developed by the NJTPA are required to conform to the purposes of the State Implementation Plan (SIP), as stipulated in sections 174 and 176 (c) and (d) of the Clean Air Act (42 U.S.C. 7504, 7506 (c) and (d)); and

WHEREAS, the Federal Highway Administration (FHWA) and the USEPA issued an updated set of regulations in September 2018 (“Final Rule”), that prescribes the necessary emissions analysis and procedures to be performed on transportation plans and programs to determine their impact on air quality; and

WHEREAS, the Final Rule requires that the NJTPA determine that its transportation plans and programs conform with the CAAA requirements by meeting criteria described in the Final Rule, which include a detailed Conformity Determination; and

WHEREAS, the Conformity Determination is the outcome of intensive modeling, interagency consultation, and a public outreach process in accordance with the prescriptions of the Final Rule; and

WHEREAS, the results of the required emissions analysis of *Plan 2050: Transportation, People, Opportunity* and the FY 2022 – 2025 TIP show that the implementation of the projects contained therein will result in emissions of VOC, NO_x, and PM_{2.5} in each analysis year that are less than the corresponding emissions budgets contained in the SIP, thus meeting the tests for the northern New Jersey maintenance and non-attainment areas; 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 *Plan 2050: Transportation, People, Opportunity*, its appendices, and the accompanying Air Quality Conformity Determination.

BE IT FURTHER RESOLVED that a copy of this resolution is forwarded to the Federal Highway Administration, Federal Transit Administration, U.S. Environmental Protection Agency, New Jersey Department of Transportation, NJ TRANSIT and New Jersey Department of Environmental Protection.

**DRAFT RESOLUTION: APPROVAL OF THE FY 2022 STUDY AND
DEVELOPMENT 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, as part of its responsibility to establish regional investment priorities, has worked cooperatively with its member agencies in the development of NJTPA's Long Range Transportation Plan (LRTP); and

WHEREAS, the LRTP includes the identification of transportation needs and strategies to address them; and

WHEREAS, in order to develop these strategies into candidate projects for the Transportation Improvement Program (TIP), the New Jersey Department of Transportation (NJDOT), NJ TRANSIT and other sponsoring agencies must conduct Concept Development and Project Development work to prepare projects for the TIP; and

WHEREAS, the Fiscal Year (FY) 2022 Study and Development (S&D) Program has been developed through a cooperative planning effort based on regional priorities and subregional involvement emanating from the LRTP; and

WHEREAS, the NJTPA, NJDOT and NJ TRANSIT will work cooperatively to monitor the progress of all S&D projects contained in the program to ensure that these future candidates for the TIP are proceeding expeditiously; and

WHEREAS, the NJTPA is responsible for the development of the Unified Planning Work Program (UPWP) to guide the transportation planning process in northern New Jersey pursuant to 23 U.S.C. 134 et. seq. and 49 U.S.C. 5303-5306 et. seq.; and

WHEREAS, these Concept Development and Project Development work activities anticipated for FY 2022 are included in the attached S&D Program, which is included as part of Chapter IV of the UPWP; and

WHEREAS, the UPWP describes all transportation and transportation-related planning activities to be undertaken by NJTPA Central Staff and NJTPA member agencies; and

WHEREAS, the FY 2022 UPWP was approved by the NJTPA on March 8, 2021; 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 attached FY 2022 S&D Program.

BE IT FURTHER RESOLVED that the attached S&D Program be included in the FY 2022 UPWP as part of Chapter IV (“Other Regional Transportation Planning Activities, Section III NJTPA Study and Development Program”).

BE IT FURTHER RESOLVED that additions, deletions or any significant changes to the attached FY 2022 S&D Program require action of the NJTPA Board of Trustees.

BE IT FURTHER RESOLVED that NJDOT, NJ TRANSIT and all other sponsoring agencies shall provide status reports for the projects contained herein to the NJTPA.

BE IT FURTHER RESOLVED that a copy of this resolution and attached document 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 FY 2022 NORTH JERSEY
TRANSPORTATION PLANNING AUTHORITY SELF-
CERTIFICATION**

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 Metropolitan Transportation Planning Process in the NJTPA region is being carried out in conformity with all the requirements as set forth in the Moving Ahead for Progress in the 21st Century Act (MAP-21), the Fixing America's Surface Transportation Act (FAST Act), and other relevant federal legislation and regulations; and

WHEREAS, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) issued the final rule to the Metropolitan Planning regulations, effective June 27, 2016, amending 23 CFR 450 and 49 CFR 613 to incorporate revisions to the Metropolitan Transportation Planning Process, which reflect the passage of MAP-21 and the FAST Act; and

WHEREAS, the regulations call for a self-certification process to be established by States and MPOs; and

WHEREAS, 23 CFR part 450.336 specifies that concurrent with the submittal of the entire proposed Transportation Improvement Program (TIP) to U.S. Department of Transportation (USDOT) as part of the Statewide TIP (STIP) approval, MPOs shall certify that the metropolitan planning process is being carried out in accordance with all applicable requirements; and

WHEREAS, the NJTPA planning process is being conducted in accordance with all applicable requirements of:

- 23 U.S.C. 134 and 49 U.S.C. 5303-5306, which require a continuing, cooperative, and comprehensive transportation planning process that results in plans and programs that consider all transportation modes and supports community development and social goals;
- Sections 174 and 176(c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506(c) and (d)), and 40 CFR part 93), which require that implementation plans in metropolitan areas be in conformance with the requirements of the Clean Air Act, and require that the MPO not approve any project, program, or plan which does not conform to the aforementioned implementation plan; and
- Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000 d-1), 49 CFR part 21, and 23 CFR part 230, and the Title VI assurance executed by the State under 23 U.S.C. 324 and 29 U.S.C. 794;

- Executive Order 12898, discouraging programs, policies, and activities with disproportionately high and adverse human health or environmental effects on minority and low-income populations;
- Executive Order 13166, directing federal agencies, and recipients of federal funding, to provide meaningful language access to their services;
- 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex or age in employment or business opportunity;
- Section 1101(b) of the FAST Act (Pub. L. 114-94) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
- 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and USDOT regulations “Transportation for Individuals with Disabilities” (49 CFR parts 27, 37, and 38);
- Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- Section 324 of title 23 U.S.C., regarding the prohibition of discrimination based on gender;
- Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities;
- The provisions of 49 CFR part 20 regarding restrictions on influencing certain Federal activities; and
- All other applicable provisions of Federal Law; and

WHEREAS, the Congestion Management Process requirements for non-attainment Transportation Management Areas have been met; and

WHEREAS, the FY 2022-2025 TIP includes a financial plan and has been fiscally constrained as required by Section 450.326 of the Metropolitan Transportation Planning and Programming regulations (title 23 U.S.C part 450); and

WHEREAS, the Metropolitan Transportation Planning Process, as carried out by the NJTPA, complies with 23 CFR 450 and 49 CFR 5303, including the preparation of:

- a Long Range Transportation Plan (LRTP), updated and adopted by the NJTPA every four years, describing a vision for the development of the region’s transportation

infrastructure over 25 years, which includes goals and objectives, analysis of regional trends and planned improvement projects;

- a TIP, updated and adopted by the NJTPA every two years, documenting proposed projects for a four-year fiscal period so that project funding can be secured, is consistent with the LRTP, financially constrained, and developed cooperatively with member agencies including state and local transit operators; and
- a Unified Planning Work Program (UPWP), updated annually and guided by the LRTP, identifying and describing urban transportation activities, programs and projects to be undertaken during the course of the fiscal year, including sufficient detail of who will perform the work, the schedule for completing work, the resulting products, proposed funding and a summary of the total amounts of federal and matching funds; and

WHEREAS, the Metropolitan Transportation Planning Process, as carried out by the NJTPA, includes:

- a performance-based planning approach to transportation decisions integrated into the development of the LRTP, TIP, Congestion Management Process, and other appropriate regional planning documents through coordination with state and federal partners for the development of performance measures and targets;
- project selection guidelines meant to ensure that the federal funds spent in the region support federal transportation goals and the region's LRTP, which are periodically reviewed and updated;
- consideration of air quality requirements;
- technical activities to the degree appropriate for the area and complexity of its transportation problems;
- identification of low-income and minority populations within the planning area to consider effects of the NJTPA planning process;
- a Public Engagement Plan, documenting how the NJTPA involves the public in transportation planning processes and how the agency gathers, processes, and uses public input when creating plans, with particular consideration to the needs of the traditionally underserved, such as low-income and minority households;
- documented procedures to address complaints related to Title VI of the Civil Rights Act of 1964, American Disabilities Act, and related statutes in compliance with federal regulation; and
- an annual listing of obligated transportation projects for which federal funds have been given in the preceding year, including bicycle and pedestrian projects; and

WHEREAS, the Metropolitan Transportation Planning Process in the NJTPA region covers, at a minimum, the urbanized area and the area likely to be urbanized in the period covered by the LRTP; and

WHEREAS, the responsibilities and procedures for carrying out a cooperative process have been identified in detail in the NJTPA UPWP, which incorporates planning activities to be undertaken by local governmental units, Transportation Management Associations, NJDOT, NJ TRANSIT, and the Port Authority of New York and New Jersey (PANYNJ); and

WHEREAS, the NJTPA complies with the NJDOT Disadvantaged Business Enterprises (DBE) policy as a recipient of NJDOT planning funds; and

WHEREAS, the NJTPA's Technical and Policy Committees include elected officials, providers of major modes of transportation, and appropriate state officials; and

WHEREAS, all NJTPA member agencies, NJDOT, NJ TRANSIT, PANYNJ, and the subregions, have endorsed, and agreed to the conduct of such activities as listed in the UPWP; 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 certifies that the requirements listed herein which govern the Metropolitan Transportation Planning Process in northern New Jersey are met in accordance with all the applicable Federal requirements.

BE IT FURTHER RESOLVED, that copies of this resolution be forwarded to the New Jersey Department of Transportation, NJ TRANSIT, and the New Jersey Department of Environmental Protection, for official submission to the Federal Highway Administration, Federal Transit Administration, and U.S. Environmental Protection Agency.

**DRAFT RESOLUTION: APPROVAL OF THE FY 2022-2025 TRANSPORTATION
IMPROVEMENT PROGRAM AND THE ACCOMPANYING
AIR QUALITY CONFORMITY DETERMINATION**

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 Statewide and Metropolitan Planning Regulations (23 CFR Part 450 and 49 CFR Part 613) require that regional transportation plans and programs be developed by MPO's, approved by the Governor, and reviewed by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA); and

WHEREAS, NJTPA has certified that the transportation planning process has been conducted in a manner meeting the requirements of all appropriate federal regulations; and

WHEREAS, citizens, private transportation providers and all interested parties have had an opportunity to participate and have their views considered in the development and adoption of the Transportation Improvement Program (TIP); and

WHEREAS, this four-year TIP was developed based on the requirements as set forth in the Fixing Americas Surface Transportation (FAST) Act and other relevant federal legislation and regulations; and

WHEREAS, in order to comply with federal regulations for federal funding, the TIP is fiscally constrained; and

WHEREAS, the TIP is consistent with regional and state plans and policies; and

WHEREAS, the projects contained in the Fiscal Years (FY) 2022-2025 TIP represent the region's priorities as set forth in the Long Range Transportation Plan (LRTP) for northern New Jersey; and

WHEREAS, this TIP includes Special Efforts for Senior and Disabled Persons as required by the Americans with Disabilities Act; and

WHEREAS, the NJTPA has incorporated air quality activities, as set forth in the Clean Air Act Amendments of 1990 (CAAA), into the ongoing planning process from which this TIP was developed; and

WHEREAS, the U.S. Environmental Protection Agency (USEPA), under the authority of the CAAA, has designated the northern New Jersey region as among the areas in the United States to be in non-attainment with the National Ambient Air Quality Standards (NAAQS) for ozone (measured by emissions of its precursors: nitrogen oxides (NO_x) and volatile organic

compounds (VOCs)), in maintenance for fine particulate matter (PM_{2.5}), and in maintenance for carbon monoxide (CO); and

WHEREAS, the transportation plans and programs developed by the NJTPA are required to conform to the purposes of the State Implementation Plan (SIP) as stipulated in sections 174 and 176 (c) and (d) of the Clean Air Act (42 U.S.C. 7504, 7506 (c) and (d)); and

WHEREAS, the Federal Highway Administration (FHWA) and the USEPA issued an updated set of regulations in September 2018, known as the “Final Rule,” that prescribes the necessary emissions analysis and procedures to be performed on transportation plans and programs to determine their impact on air quality; and

WHEREAS, the Final Rule requires that the NJTPA determine that its transportation plans and programs conform with the CAAA requirements by meeting criteria described in the Final Rule, which include a detailed Conformity Determination; and

WHEREAS, the Conformity Determination is the outcome of intensive modeling, interagency consultation, and a public outreach process in accordance with the prescriptions of the Final Rule; and

WHEREAS, the results of the required emissions analysis of the LRTP (Plan 2050: Transportation, People, Opportunity) and the FY 2022-2025 TIP show that the implementation of the projects contained therein will result in emissions of VOCs, NO_x, and PM_{2.5} in each analysis year that are less than the corresponding emissions budgets contained in the SIP, thus meeting the tests for the northern New Jersey non-attainment and maintenance areas; 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 2022-2025 Transportation Improvement Program and the accompanying Air Quality Conformity Determination.

BE IT FURTHER RESOLVED that copies of this resolution be forwarded to the New Jersey Department of Transportation, NJ TRANSIT, and New Jersey Department of Environmental Protection for submission to the Federal Highway Administration, Federal Transit Administration, and U.S. Environmental Protection Agency.