



Angel G. Estrada, Chair
Mary D. Ameen, Executive Director

ANGEL G. ESTRADA, CHAIR

Board Meeting Minutes

May 13, 2019

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 March 11, 2019 meeting was made by Morris County, seconded by Hunterdon County and carried with 15 affirmative votes. Somerset County and the Governor's Office abstained.

E. Chairman's Remarks

Chairman Estrada announced that, the NJTPA received the final certification report from the Federal Transit and Highway administrations, following the on-site review last fall, and the NJTPA's transportation planning process meets and/or exceeds most federal planning requirements. He said that the agency received several commendations for its work in various areas but noted that that the certification report includes one corrective action concerning Title VI documentation requirements, and NJTPA staff is already working to address it.

Chairman Estrada said the House Transportation and Infrastructure (T&I) Committee recently held a field hearing on the future of the Hudson River Tunnel and Portal Bridge projects at the Port Authority of New York & New Jersey (PANYNJ) offices in Manhattan. He and Freeholder John Bartlett, Passaic County, attended the meeting, and Congressman Malinowski, Congressman Payne, and Congresswoman Sherrill were there. The session was led by Congressman Peter DeFazio of Oregon, who chairs the T&I Committee. New York Representative Nita Lowey, who chairs the House Appropriations Committee, also participated.

The Chairman said all agreed that the trans-Hudson infrastructure projects are critical to the national economy and national security. While in New York, Representative DeFazio said the next authorization bill will include the Hudson River tunnels and Portal Bridge on a list of projects of national significance. He also said he would support legislation declaring that the tunnels' Record of Decision—which is currently stalled with USDOT—is completed.

The Chairman noted that it was Infrastructure Week, when a diverse and nonpartisan coalition of businesses, workers, elected leaders, and citizens advocates for the renewal of America's roads, bridges, rail, and ports, as well as water, power, and communications infrastructure.

F. Executive Director's Report

NJTPA Executive Director Mary D. Ameen elaborated on the Chairman's announcement concerning the federal certification review. She said, aside from one corrective action, overall, the certification report gives the NJTPA high marks for its work and the Board's support and involvement in the process. She said the agency received commendations that recognize the Unified Planning Work Program development process and internal controls; transparency on projects through the online project information system, NOTIS, and year-end obligation reports; development of the PRIME database for study findings and recommendations; freight planning expertise and coordination of freight planning at the state and local levels; and support for transportation technology deployment. Ms. Ameen said the draft certification report also included several recommendations for improving the planning process, and many of them have either already been addressed or are in progress.

Ms. Ameen stressed that the corrective action concerning Title VI / Civil Rights compliance requires better documenting Title VI policies, activities and programs on an ongoing basis, and the NJTPA is already developing a formal Title VI plan and taking other steps to address this issue.

Ms. Ameen noted that the certification review found that the NJTPA has effective coordination with neighboring Metropolitan Planning Organizations (MPOs) in the state and larger metropolitan region. The NJTPA coordinates with nine MPOs from New Jersey, New York, Connecticut, and Pennsylvania through the Metropolitan Area Planning (MAP) Forum.

Ms. Ameen said that new Street Smart NJ branding is underway, and the overall theme is "Drive Smart, Walk Smart, Be Street Smart." Related messages include: "We stop for people," "We slow down for safety," "We use cross walks," and "We look before crossing." She said new partnerships will help to spread these messages. The NJTPA recently filmed a public service

announcement with the New Jersey Devils, who will be helping to promote that video. New corporate partners include ShopRite, New Jersey American Water, and Suez Water Company, who will be getting the word out to their customers. She thanked the PANYNJ for promoting Street Smart NJ at PATH stations.

Ms. Ameen said TMA-led Street Smart campaigns continue in several towns, including Point Pleasant Borough, Plainsboro, and Morristown. NJTPA staff is working with the Division of Highway Traffic Safety to develop campaigns in Elizabeth, Linden, New Brunswick, and Trenton. May 15 will see the launch of a campaign in Elmwood Park, and the summer shore campaign will begin June 26 on Long Beach Island. Ms. Ameen said the NJTPA Street Smart effort is nearing the initial goal of 100 partner communities. For more information or to get involved, visit BeStreetSmartNJ.org.

Ms. Ameen noted that Street Smart and other NJTPA programs were featured at this year's New Jersey TransAction conference in Atlantic City. She thanked Chairman Estrada and Freeholder DeFillippo for moderating NJTPA-led panels on such topics as NJTPA safety programs, subregional studies, and the transit hub pilot program. Other sessions that included NJTPA staff focused on future trends in technology; the State Transportation Innovation Council; federal policy and funding; real-time data; and federally funded project development.

Ms. Ameen said the NJTPA hosted an interactive American Logistics Aid Network disaster recovery simulation in April, and Freight Initiatives Committee Chair, Freeholder Charles Kenny, Middlesex County, welcomed the participants and took part in the exercise. She said simulations like this aim to help improve resiliency, which is a key goal of the NJTPA long-range plan.

G. Committee Reports/Action Items

Project Prioritization – Freeholder Kathryn A. DeFillippo, Chair

Freeholder DeFillippo said the Committee considered five actions at the April joint committee meeting. Four involve amendments to the current Transportation Improvement Program (TIP). The first involves a set of minor amendments that will add federal funds to three projects, two of which are currently programmed with state funds, as follows:

- The Route 15 Southbound, Bridge over the Rockaway River project in Morris County is part of a federal multi-solicitation list and must have the following future phases of work programmed with \$11 million in federal funding: design in Fiscal Year 2019, right-of-way in 2021, and construction in 2022.
- For the Route 46, Canfield Avenue project, also in Morris County, design can be authorized earlier than planned, so \$1 million in federal funds will be added for this phase of work in Fiscal Year 2019, as well as \$300,000 for right-of-way in 2021, and \$4.6 million for construction in 2022.
- The F.R.E.C. Access Road Bridge over Toms River project in Ocean County also can be authorized earlier than planned, so \$1.1 million in federal funds will be added for design

in Fiscal Year 2019, \$100,000 for right-of-way in 2020, and \$3.5 million for construction in 2021.

The Freeholder said the next item is a set of amendments that adds Surface Transportation Block Grant Program funds to the TIP for three projects that are advancing toward authorization, as follows:

- For the County Route 508 (or Central Avenue) Bridge over the City Subway in Newark, \$500,000 will be added for preliminary engineering in Fiscal Year 2019, \$3 million for design in 2021, \$1 million for right-of-way in 2023, and \$20 million for construction in 2024.
- For the County Route 571, Garden State Parkway Interchange 83 Improvements project in Ocean County, \$1 million will be added for preliminary engineering in Fiscal Year 2019, \$1.5 million for design in 2021, \$800,000 for right-of-way in 2023, and \$5.9 million for construction in 2024.
- For the County Route 652 (or Sixth Avenue), Bridge over the Passaic River in Passaic County, \$500,000 for preliminary engineering will be added in Fiscal Year 2019, \$3 million for design in 2021, \$300,000 for the right-of-way in 2023, and \$15 million for construction in 2024.

Funding for these projects has been made available from resources in the Local Preliminary Engineering and NJTPA Future Projects programs.

Freeholder DeFillippo said the third action item concerns the Bayonne Commuter Ferry Pier and Dock Improvements project. The project has received a \$657,000 Federal Transit Administration Passenger Ferry Grant, which must be amended into the TIP. The funds will be used for improvements to the ferry pier and dock. Funding for completing the project, including a ferry terminal, will be provided by the City of Bayonne using Urban Enterprise Zone funds, developer contributions, and Special Improvement District funds.

The Freeholder said the Committee next considered approval of the Air Quality Conformity Determination for the 2018-2021 TIP and Plan 2045. The EPA recently established more stringent ozone standards for the region and required the New Jersey Department of Environmental Protection to develop new ozone budgets in the State Implementation Plan. The Northern New Jersey Air Quality Conformity Determination document demonstrates that implementation of projects in both the current TIP and Plan 2045 will help meet these budgets and the conformity requirements for ozone. She noted that a separate Conformity Determination will be required for the new TIP that will come before the Board in September.

Freeholder DeFillippo said the Committee also considered a modification to the current TIP that adds \$32.4 million in federal funds to the Bridge Deck/Superstructure Replacement Program for six projects:

- The Route 15 Bridge over Main Street, in Sussex County
- The Caven Point Road/National Storage Bridge, in Hudson County

- The Route 78 Bridges over Route 202/206 & Washington Valley Road, in Somerset County
- The Rattlesnake Bridge Road Bridge over Route 78, in Somerset County
- The Old Newark Pompton Turnpike Bridge over Route 202 & Route 23, and the
- The Route 23 Bridges over the NYS&W Railroad in Passaic County.

She said the committee approved this modification and no further action is required.

The Freeholder reported also that the Committee convened a special teleconference on May 6 to consider approval of the 2018 Transportation Alternative Set-Aside Program and the Safe Routes to School Program. The Transportation Alternatives Set-Aside provides federal funds for community-based projects designed to strengthen the cultural, aesthetic and environmental aspects of the nation's intermodal system. Sixteen projects, totaling nearly \$14 million, have been selected for this funding. In addition, New Jersey has opted to continue its Safe Routes to School Program with Transportation Alternative Set-Aside funding, and 11 projects, totaling \$5.8 million have been selected for this program. The Committee recommended approval of the project lists for both programs.

Action Item 1: Minor Amendments to the FY 2018-2021 TIP as Requested by NJDOT to Add Federal Funds to Three Projects in the NJTPA Region (Attachment 2)

Tim Sevener, Transit Village of Mount Tabor, commenting on the Route 15 Southbound, Bridge over the Rockaway River project in Morris County, advocated for investing in additional "green transit" passenger rail service instead of more roadway expansion.

A motion to approve the resolution was made by Passaic County, seconded by Sussex County and carried with 16 affirmative votes. The Citizens' Representative abstained.

Action Item 2: Minor Amendments to the FY 2018-2021 TIP as Requested by the North Jersey Transportation Planning Authority to Add Federal Funds to Three Local Projects (Attachment 3)

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

Action Item 3: Minor Amendment to the FY 2018-2021 TIP to Add the Bayonne Commuter Ferry Pier and Dock Improvements Project as Requested by the City of Bayonne (Attachment 4)

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

Action Item 4: Air Quality Conformity Determination on the FY 2018-2021 TIP and Plan 2045 for the New 2008 Ozone NAAQS (Attachment 5)

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

Action Item 5: Approval of Projects for the 2018 Transportation Alternatives Set-Aside Program and Safe Routes to School Program (Attachment 6)

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

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

Freeholder Bartlett announced the Passaic County Division of Economic Development will host a panel on economic development and infrastructure, May 16 at William Paterson University Business School in Wayne, NJ.

The Freeholder recalled that the Board previously approved performance measures targets for safety; traffic congestion; pavement; bridges; travel time reliability; emissions; and freight. At the April joint meeting the Committee recommended approval of an action item supporting transit asset management targets set by NJ TRANSIT and PATH. He said the action responds to U.S. Department of Transportation rules for implementing performance management requirements of the FAST Act and previous legislation. The rules require state and metropolitan departments of transportation and MPOs to conduct performance-based planning and programming by tracking several performance measures and setting data-driven targets for each measure.

The Freeholder explained that, under the rules, the NJTPA is required to either support the transit agencies' asset performance targets or establish its own. The NJTPA has coordinated with NJ TRANSIT and PATH on their respective targets for assets—including rolling stock, equipment, facilities and infrastructure—and believes that these targets reflect the planning goals for the projects and programs of the Transportation Improvement Program and Plan 2045. He said, at the meeting, representatives from NJ TRANSIT and PATH briefed the Committee on the targets. He noted that, since the April Committee meeting, NJ TRANSIT made minor changes to a few of the numerical targets, based on updated or corrected data, as specified in the Action Summary, but they do not substantively change the nature or intent of the targets that will be supported with the resolution.

Freeholder Bartlett said, also at the April joint meeting, Central Staff updated the Committee on the state and region's progress in expanding adoption of electric vehicles (EVs), and he noted that the NJTPA continues to provide technical assistance on EVs, including work with Middlesex County to identify appropriate locations for chargers and providing data from the 2018 Greenhouse Gas Inventory to Metuchen. Staff will soon work with the City of Newark to help determine locations for chargers.

Action Item 6: Support for Transit Asset Management Performance Targets Set by the New Jersey Transit Corporation (NJ TRANSIT) and the Port Authority Trans-Hudson Corporation (PATH) (Attachment 7)

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

Chairman Estrada noted that 30 seconds is allowed for comments to the Board concerning the action items. He said while comments are always welcomed, the Board may or may not be able to address them.

Freight Initiatives – Freeholder Charles Kenny, Chair

Freeholder Kenny said the April meeting featured an annual update on the region's freight rail services, where strong growth in demand is prompting major rail investments and boosting prospects for attracting new companies and jobs – a key insight delivered by three industry officials at the meeting.

The Freeholder said the first speaker was Timothy Tierney, President & Chief Operating Officer of Conrail Shared Assets, which is jointly owned by Norfolk Southern and CSX. Conrail handles traffic to and from the port and the region for more than 200 customers and interfaces with 11 of the region's 15 smaller short-line railroads. Mr. Tierney said port and intermodal traffic grew 16 percent from 2017 to 2018, and as a result, Conrail is investing \$21 million in rail infrastructure upgrades, including the Waverly Loop project, which is set to go to construction next year. It will add another route for rail freight in and out of the port. Another major project is reconstruction of the Point-No-Point Bridge over the Passaic River, which is planned for construction in 2021.

Freeholder Kenny said the next presenter was Kean Burenga, President and Managing Partner, Chesapeake & Delaware LLC, which operates four short-line rail services in the region. The company has expanded operations on the Dover and Delaware River Railroad to over 109 route miles. This now includes the lease of the Washington Secondary line from Norfolk Southern and trackage rights over several New Jersey Transit lines. The company is undertaking projects to improve the line to better serve existing customers and attract new ones. Of particular importance are upgrades needed to accommodate the national standard cars, which are taller and heavier than older models. These include addressing issues at the so-called "Hole in the Wall" bridge in Phillipsburg, which was one of the NJTPA's first Freight Concept Development projects. Other projects in the pipeline include upgrading interchanges and grade crossings.

Freeholder Kenny said the third presenter was Dan Mulligan, Director of Sales and Marketing, Global Container Terminals. He noted that the ExpressRail Port Jersey on-dock rail facility became operational at half capacity in January and will be operating at full capacity with a total of 9,600 feet of track later this year. The new facility provides the terminal with significant cost and time savings for service to the Midwest and reduces terminal-related truck traffic.

The Freeholder said the committee meeting also included a presentation by Richard Semenick, Associate Vice President of HDR, and consultant on the NJTPA's Freight Rail Industrial Opportunity (FRIO) Corridors Program, which is being finalized. He said the study aims to foster collaboration among private and public entities to address impediments to national rail service to existing and potential customers in the NJTPA region. The study has included significant input and assistance from NJ Transit, the railroads and the counties.

H. Federal Policy Update – Freeholder Matthew Holt

Freeholder Holt reported that, on April 30, following a high-level meeting with the President, Democratic congressional leaders (including House Speaker Nancy Pelosi and Senate Minority Leader Chuck Schumer) announced that they had reached an agreement with the administration on a \$2 trillion infrastructure package. He said the members of Congress involved characterized the meeting as “very constructive,” however, this was only an agreement in principle, and many details still need to be worked out. One of those details is how to fund this massive infrastructure investment. A future meeting is supposed to provide an opportunity for the administration to share its ideas for funding the \$2 trillion package, but no meeting date has been set. The Freeholder said discussions on how to pay for infrastructure continue, and many members of Congress remain skeptical that any agreement can be reached before the 2020 presidential election.

The Freeholder reported also that the House Appropriations Committee has set spending levels for fiscal year 2020 bills. This includes \$75.8 billion for the Transportation, Housing and Urban Development, and the Related Agencies Subcommittee. If approved, this would be significant increase over last year's funding levels. It would provide an opportunity to preserve or possibly even expand the funds provided to the Surface Transportation Block Grant Program, which is critical to the work of the NJTPA.

I) Planning for 2050 Presentation: Making Infrastructure Everyone's Number One Priority

Amit Bose, Coalition for the Northeast Corridor (CNEC), briefed the Board on the activities of the organization, which represents transportation and business community stakeholders whose employees rely on the rail corridor to commute and to conduct commerce. The coalition includes major universities, and nonprofits as well. Mr. Bose said the CNEC lends the voices of end-user businesses to those of regional governments and transit groups that speak to Congress. The organization credits its multi-pronged outreach to legislators, including collaboration with institutional partners, with helping to achieve the inclusion of \$400 million for the Federal-State Partnership for State of Good Repair, a new FAST Act program dedicated to the Northeast Corridor (NEC).

Mr. Bose said CNEC tries to advance appropriation funding for Amtrak and other NEC rail lines and are proponents of the NEC Capital Investment Plan – a collaboration of eight states, DC, USDOT, Amtrak and eight commuter rail agencies. He said the Plan focuses on the NEC main line and connecting corridors to Pennsylvania, New York and Massachusetts. Mr. Bose noted that there is a \$40 billion backlog of NEC projects, including four Gateway projects. He

commended the New Jersey Congressional delegation, the Governor's office, and the NJTPA for their efforts for the Northeast Corridor.

J) Public Participation

Neile Weissman, Complete George, said North Jersey must plan now for transit options in the event of a trans-Hudson tunnel shutdown, and a key part of such a plan should be to form a regional bike grid to reduce reliance on private cars and mass transit. He gave the example of London, where there is significant investment in cycling infrastructure at transit hubs and implementing bike share programs. He recommended that the region seek an appropriation from the Transportation Trust Fund to support the planning and building of a London-style system.

Tim Sevener, Transit Village of Mount Tabor, said that the NJTPA has promoted transit-oriented development, which is being implemented in several towns, but there is no complementary expansion of transit lines and facilities. He noted that the Morris Line and Boonton Line have experienced service cuts as high as 45 percent. Mr. Sevener recommended that rail rights-of-way be preserved for future passenger rail development, and none solely for recreational trails, but rather "rail with trails." He said no road widenings should be studied without consideration of transit alternatives.

K) Time and Place of Next Meeting

Chairman Estrada announced that the next meeting of the NJTPA will be held on Monday, July 8, 2019 at 10:00 a.m., at the Galloping Hill Golf Course, Kenilworth, NJ.

L) Adjournment

At 11:25 a.m., motion to adjourn was made by Hunterdon County, seconded by Passaic County and carried unanimously.

NORTH JERSEY TRANSPORTATION PLANNING AUTHORITY, INC.
Meeting of the Board of Trustees
Attendance Record: May 13, 2019

Subregion/Agency	Voting Members/Alternates	Staff & Others
Bergen County		Joseph Baladi
Essex County	David Antonio	
Hudson County	Byron Nicholas	
Hunterdon County	Hon. Matthew Holt	
Jersey City	Barkha Patel	Elias Guseman
Middlesex County	Hon. Charles Kenny	George Ververides Tony Gambilonghi
Monmouth County		Inkyung Englehart
Morris County	Hon. Kathy DeFillippo	John Hayes
Newark	Phillip Scott	
Ocean County		
Passaic County	Hon. John Bartlett	
Somerset County	Hon. Brian Levine Walt Lane	Ken Wedeen Andras Holzmann
Sussex County	Hon. Joshua Hertzberg Tom Drabic	
Union County	Hon. Angel Estrada	Liza Betz
Warren County	David Dech	
Governor's Office	Craig Ambrose via phone	
NJDOT	Mike Russo	
NJ TRANSIT	Jeremy Colangelo-Bryan	
Port Authority of NY & NJ	Steve Brown	
Citizen's Representative	Jared Rodriguez	Jeremy Farrell

Other Attendees	
Anna Aleynick	AECOM
Cory Hopweed	Cambridge Systematics
Suzanne Mack	City of Bayonne
Mike Friedberg	Coalition for the Northeast Corridor
Amit Bose	Coalition for the Northeast Corridor
Neile Weissman	Complete George
Jack Kanerek	Dewberry
Cyrenthia Ward	Federal Transit Administration

Mike Hall	Michael Baker
Tim Sevenser	New Jersey Association of Rail Passengers
Peter Palmer	Somerset County
Mike Camerlengo	STV
Various members of Central Staff	NJTPA

**DRAFT RESOLUTION: MINOR AMENDMENTS TO THE FY 2018 – 2021
TRANSPORTATION IMPROVEMENT PROGRAM AS
REQUESTED BY THE NEW JERSEY DEPARTMENT OF
TRANSPORTATION TO ADD FEDERAL FUNDS TO
THREE PROJECTS IN THE NJTPA REGION**

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 State funds are currently programmed, or the addition of a federally funded project into the constrained years of the TIP, constitute minor amendments if the changes do not require a new air quality conformity determination; and

WHEREAS, the NJDOT is requesting that the *Route 15 SB, Bridge of Rockaway River (DB# 14414)* project, the *Route 46, Canfield Avenue (DB# 13316)* project and the *F.R.E.C. Access Road, Bridge over Toms River (DB# 15323)* project be amended into the TIP; and

WHEREAS, fiscal constraint is maintained because funds have been made available for these projects through the use of project fund releases; and

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

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

WHEREAS, the FY 2018 – 2021 TIP conforms to the MAP-21/FAST Act performance-based planning requirements; and

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

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

NOW, THEREFORE, BE IT RESOLVED, that the North Jersey Transportation Planning Authority hereby approves the specified amendments 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 AMENDMENTS TO THE FY 2018 – 2021
TRANSPORTATION IMPROVEMENT PROGRAM AS
REQUESTED BY THE NORTH JERSEY
TRANSPORTATION PLANNING AUTHORITY TO ADD
FEDERAL FUNDS TO THREE LOCAL PROJECTS**

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 project into the constrained years of the TIP constitutes a minor amendment if the change does not require a new air quality conformity determination; and

WHEREAS, the NJTPA is requesting that the *CR 508 (Central Avenue), Bridge over City Subway (DB# N1605)* project, the *CR 571, Garden State Parkway Interchange 83 Improvements (DB# N1405)* project and the *Sixth Avenue (CR 652), Bridge over Passaic River (DB# N1606)* project be reprogrammed with federal funds; and

WHEREAS, fiscal constraint is maintained because funds have been made available for these projects through the use of programmed resources in *Local Preliminary Engineering (DB# N1202)* and *NJTPA, Future Projects (DB# N063)*; and

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

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

WHEREAS, the FY 2018 – 2021 TIP conforms to the MAP-21/FAST Act performance-based planning requirements; and

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

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

NOW, THEREFORE, BE IT RESOLVED, that the North Jersey Transportation Planning Authority hereby approves the specified amendments 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 THE BAYONNE COMMUTER FERRY PIER AND
DOCK IMPROVEMENTS PROJECT
AS REQUESTED BY THE CITY OF BAYONNE**

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

WHEREAS, the NJTPA formally adopted the FY 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 new federally funded project into the TIP constitutes a minor amendment if the changes do not require a new air quality conformity determination; and

WHEREAS, the City of Bayonne is requesting that the *Bayonne Commuter Ferry Pier and Dock Improvements (DB# N1904)* project be programmed with federal funds; and

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

WHEREAS, this minor amendment is exempt from an air quality conformity determination; and

WHEREAS, Congestion Management Process requirements do not apply to this action; and

WHEREAS, the FY 2018 – 2021 TIP conforms to federal performance-based planning requirements; and

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

WHEREAS, no action authorized by the NJTPA shall have force or effect until ten (10) days, Saturdays, Sundays and public holidays excepted, after a copy of the minutes of the

meeting of the Board of Trustees has been delivered to the Governor for review, unless prior to expiration of the review period the Governor shall approve same, in which case the action shall become effective upon such approval.

NOW, THEREFORE, BE IT RESOLVED, that the North Jersey Transportation Planning Authority hereby approves the specified amendments 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 and Federal Transit Administration.

**DRAFT RESOLUTION: APPROVAL OF THE AIR QUALITY CONFORMITY
DETERMINATION ON THE FY 2018-2021 TIP AND PLAN
2045 FOR THE NEW 2008 OZONE NAAQS**

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

WHEREAS, the NJTPA is responsible for conducting the air quality conformity determination for the northern part of New Jersey; 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, as measured by emissions of its precursors: nitrogen oxides (NO_x) and volatile organic compounds (VOC); 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 October 2015 (“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 USEPA has designated two areas of the NJTPA region as nonattainment for the new ozone standard, and the NJTPA must demonstrate conformity by August 3, 2019; and

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

WHEREAS, this conformity determination was conducted based on the requirements set forth in the Clean Air Act Amendments of 1990 (CAAA); and

WHEREAS, the results of the required emissions analysis of the Regional Transportation Plan and the FY 2018 – 2021 TIP show that the implementation of the projects contained therein will result in emissions of VOC and NO_x in each analysis year that are less than the appropriate “Emissions Budgets” contained in the SIP thus meeting the tests for the northern New Jersey non-attainment areas;

NOW, THEREFORE, BE IT RESOLVED, that the North Jersey Transportation Planning Authority, (NJTPA) hereby approves the Conformity Determination on the FY 2018-2021 TIP and Plan 2045 for the new 2008 ozone NAAQS.

BE IT FURTHER RESOLVED, that copies of this Resolution, TIP and accompanying Conformity Determination be forwarded to the Federal Highway Administration, Federal Transit Administration, United States Environmental Protection Agency, New Jersey Department of Transportation, NJ TRANSIT, and New Jersey Department of Environmental Protection.

DRAFT RESOLUTION: SUPPORT FOR TRANSIT ASSET MANAGEMENT PERFORMANCE TARGETS SET BY THE NEW JERSEY TRANSIT CORPORATION (NJ TRANSIT) AND THE PORT AUTHORITY TRANS-HUDSON CORPORATION (PATH)

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, Title 23, Section 134 of the United States Code requires that each MPO undertake a transportation planning process that shall provide for the establishment and use of a performance-based approach to transportation decision-making to support national goals; and that each MPO shall establish targets for the performance measures to use in tracking progress toward attainment of critical outcomes for the region and integrate those targets into their planning documents and processes; and

WHEREAS, the U.S. Department of Transportation (USDOT) rules on performance management require that MPOs and operators of public transportation coordinate on setting performance targets for the condition of transit system assets; and

WHEREAS, both NJ TRANSIT and PATH are operators of public transportation within the NJTPA region; and

WHEREAS, the Federal Transit Administration (FTA) has established four sets of national performance measures for transit asset management (TAM): 1) the percentage of revenue vehicles (by type) that meet or exceed the useful life benchmark (ULB), established by each transit operator, 2) the percentage of non-revenue service vehicles (by type) that meet or exceed the ULB, 3) the percentage of facilities (by group) that are rated less than 3.0 on the Transit Economic Requirements Model (TERM) scale, and 4) the percentage of track segments (by mode) that have performance restrictions; and

WHEREAS, the FTA has also directed each transit operator to prepare a Transit Asset Management Plan (TAM Plan), outlining how people, processes, and tools come together to address asset management policy and goals, supporting planning, budgeting, and communications to internal and external stakeholders, and providing accountability and visibility for asset management practices; and

WHEREAS, NJ TRANSIT and PATH both prepared TAM Plans by October 1, 2018; and

WHEREAS, based on the USDOT final rule on metropolitan planning, MPOs must establish targets for transit assets within 180 days of the date that these targets are provided to the MPO by all applicable transit agencies; and

WHEREAS, NJ TRANSIT provided its transit asset targets to the NJTPA on November 28, 2018 and PATH provided its transit asset targets to the NJTPA on February 6, 2019; and

WHEREAS, the NJTPA coordinated with NJ TRANSIT and PATH on their respective transit asset targets; and

WHEREAS, the final rule on metropolitan planning states that MPOs have two options: 1) agree to program investments in support of each transit agency's targets, or 2) set their own quantifiable targets; and

WHEREAS, the transit agency's targets appropriately reflect and will serve as suitable benchmarks for the planning goals and desired outcomes for the projects and programs of the NJTPA Regional Transportation Plan and Transportation Improvement Program (TIP); and

WHEREAS, the FHWA metropolitan planning rule also requires that MPO TIPs "shall include, to the maximum extent practicable, a description of the anticipated effect of the TIP toward achieving the performance targets"; and

WHEREAS, the NJTPA has added language to the FY 2018-2021 Transportation Improvement Program (TIP) on December 19, 2018, discussing these targets and the anticipated effect of the TIP toward achieving these targets; 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 NJTPA hereby supports the NJ TRANSIT and PATH targets for the condition of their transit assets; and

BE IT FURTHER RESOLVED, that the NJTPA will program investments that support the achievement of these performance targets; and

BE IT FURTHER RESOLVED, that a copy of this resolution be forwarded to the New Jersey Department of Transportation and to NJ TRANSIT and PATH for submission to the Federal Transit Administration.