



## JOHN W. BARTLETT, CHAIR

### Board Meeting Minutes

March 13, 2023

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#### A. Open Public Meetings Act Compliance

Chair John W. Bartlett, Passaic 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 was forwarded to the *Star Ledger*, the *Asbury Park Press*, the *Courier News*, the *Daily Record*, the *Home News Tribune*, the *Jersey Journal*, *New Jersey Herald*, and *The Record*. It was posted at the Essex County Hall of Records in Newark.

#### B. Roll Call

Beverly Morris called the roll. Sixteen voting members were present. (Attachment 1).

#### C. Approval of Minutes

A motion to approve the minutes of the January 9, 2023 meeting was made by Ocean County, seconded by Union County, and carried unanimously.

#### D. Chairman's Remarks

Chairman Bartlett welcomed all to the NJTPA's first in-person gathering since March 2020. He said, while many things have changed since then, one thing that has not is the NJTPA's ability to conduct its essential planning work and to coordinate with its partners to fund projects that improve mobility, safety, and the environment. The Chair said much of the credit for that continuity must go to his predecessor as Chair, Kathy DeFillippo.

Chair Bartlett noted that the Board will consider approval of a new round of projects funded through the NJTPA Local Safety (LSP) and High Risk Rural Roads (HRRR) programs. He said this action puts \$188 million in federal funding to work led by eight counties—Essex, Hudson, Middlesex, Monmouth, Morris, Passaic, Somerset, and Union—as well as Jersey City. These projects will deliver much-needed upgrades to roads and intersections, enhancing safety for all travelers. Elements include new and upgraded traffic signals, modern roundabouts, turning lanes, pedestrian countdown signals, high visibility crosswalks, bike lanes, and more. He noted that

LSP/HRRR funding this year is double that of the last round of projects in 2020. The Chair thanked the subregions who participated in in the LSP/HRRR programs over the years and urged all to take full advantage of this and other NJTPA programs that leverage federal funding for local planning efforts and capital projects. He noted that there are continuing opportunities for funding through the federal Infrastructure Investment and Jobs Act (IIJA).

Chair Bartlett said in February he submitted testimony to the New Jersey Assembly Special Committee on Infrastructure and Natural Resources about enhancing this funding to the state. In terms of formula funding, he pointed out that the NJTPA is working closely with the New Jersey Department of Transportation (NJDOT) and NJ TRANSIT to identify and fund the highest priority projects. Ongoing management of this funding through the Transportation Improvement Program allows the NJTPA and its partners to be nimble and quickly seek out and program new federal funds when they become available. He said much IIJA funding is distributed through competitive grants rather than by formula and he explained in his testimony that this requires the investment of considerable staff time, expertise, and resources in developing grant applications, a complex and challenging process for many county and local governments. The NJTPA continues to provide assistance for these efforts. The Chair noted recent planning grant awards for the region under the Safe Streets and Roads for All program. During his testimony he urged the Legislature and agencies to do more to bolster the capacity of county and local governments to develop applications and pursue IIJA grants, as the legislation remains in effect for over three more years, with annual funding opportunities in all the various programs.

Andrew Swords, NJDOT, said everyone on the Board did extremely well during the pandemic, but there is really no replacement for meeting in-person. He said he appreciates NJDOT's ongoing partnership with the NJTPA, a cooperative relationship that is evident through the information and action items on the day's agenda.

Jeremy Colangelo-Bryan, NJ TRANSIT, said that, while the IIJA provided great opportunities for funding, a challenge that NJ TRANSIT and other agencies are confronting is the need for local matching funds. Chair Bartlett agreed and said he hoped the NJTPA can work creatively with the state to find ways to make it less of a barrier for a locality that could otherwise access funding. He reminded members about the ongoing updates on IIJA funding opportunities on the NJTPA [funding resources/updates website](#).

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

NJTPA Executive Director David Behrend said one change to the traditional in-person format is that there is an opportunity for public comment via Zoom or phone, as well as in-person. Anyone wanting to comment can register in advance, but if others are viewing the meeting via livestream and would like to comment, they can email [njtpa@njtpa.org](mailto:njtpa@njtpa.org) as soon as possible to receive the link for commenting virtually.

Mr. Behrend said that later in the meeting the Board will consider approval of the FY 2024 Unified Planning Work Program (UPWP), which guides the work of Central Staff, the subregions, and the Transportation Management Associations for the fiscal year that will begin July 1. He noted the work program continues all mandated functions, such as developing and

implementing the long-range plan, capital programming through the Transportation Improvement Program, maintaining the various management systems, and conducting air quality conformity, among other key responsibilities.

Mr. Behrend said, the FY 2024 work program includes several new or expanded initiatives, and he named a few:

- Technical analysis and public outreach for the next Long Range Transportation Plan begins.
- A new survey of household travel will be developed by the NJTPA and the other regional Metropolitan Planning Organizations, particularly the New York Metropolitan Transportation Council in New York City.
- Freight industry forecasts will capture the significant changes in supply chains and international cargo that have happened in recent years.
- Four current subregional studies will conclude, and three new studies will begin in Hudson, Middlesex, and Warren counties.
- The NJTPA will continue to work with Rutgers Voorhees Transportation Center to organize new forums and training institutes as part of Together North Jersey.

Mr. Behrend said NJTPA staff will expand assistance to subregions in applying for IJJA grant opportunities. He said staff has also consulted on local applications and provided data and letters of support.

Mr. Behrend said consultant and staff support will be offered to subregions for developing the local safety action plans that are needed to qualify for implementation grants under the Safe Streets and Roads for All program. He noted that, in February, seven applicants in the region received planning grants. He encouraged all subregions to develop safety action plans. He said this work involves establishing local committees, analyzing safety needs and equity considerations, conducting public engagement, and gaining local adoption of the plans. For this and all other grant program activities, counties and municipalities should contact NJTPA staff about resources available to increase the chance of success in these very competitive programs.

Mr. Behrend said, beyond IJJA, the NJTPA will continue to support the subregions through a variety of ongoing programs, including yearly funding for core planning activities. He noted that, in recent years, staff has also provided technical assistance to municipalities through programs such as Planning for Emerging Centers, Complete Streets Technical Assistance, and Together North Jersey's Vibrant Places program.

Mr. Behrend said the pilot Outreach Liaisons Program will continue. With the help of Rutgers Voorhees Transportation Center, staff conducted training in January and February for the newest group of community outreach liaisons. They will serve as ambassadors on some current studies and initiatives he mentioned for the coming fiscal year, including the long-range plan and subregional studies. He said this innovative liaison program has helped the NJTPA to increase diversity, inclusion, and participation of groups that have been traditionally under-represented in transportation planning work.

Mr. Behrend noted some upcoming events:

- On March 23, NJTPA staff will join with representatives of the 10 Metropolitan Planning Organizations in New York, Connecticut, and Pennsylvania that make up the MAP Forum Multi-State Freight Working Group to sponsor a virtual workshop on offshore wind power development and the implications for regional planning and transportation. Information is on the NJTPA [web calendar](#).
- The 2023 NJ TransAction Conference will be held in Atlantic City Tuesday through Thursday April 18-20. NJTPA Board members and Central Staff will be leading and participating in several sessions. Information is at [NJTransAction.com](#).
- Also in Atlantic City, the New Jersey Association of Counties' annual conference is set for May 3-5, 2023. Details will be posted at [NJAC.org](#).

Mr. Behrend announced that the NJTPA Board Handbook is still being updated and is not yet fully updated due to a recent change in Middlesex County staff. The handbook provides essential information about the responsibilities and functioning of the agency, contact information, and historical documents. It will be distributed by email and posted on the NJTPA website.

## **F. Presentation**

Dr. Jesse Jenkins, Assistant Professor of Mechanical and Aerospace Engineering, the Andlinger Center for Energy and the Environment, Princeton University provided an overview of the nation's transition to clean energy now underway. He said the transition is accelerating, particularly because of the Bipartisan Infrastructure Law, which already has the effect of accelerating New Jersey's initiatives to transition the state toward a cleaner energy economy, and the Inflation Reduction Act, which will increase clean energy production and drive down the cost. He said, for the first time in history, the full financial might of the federal government is aligned behind this clean energy transition.

Dr. Jenkins said the country's challenge is to reduce greenhouse gas emissions to Net Zero, where greenhouse gas emissions output equals its removal. Dr. Jenkins noted progress is being made. Since 2005-2007 when United States emissions peaked at 6.6 billion tons, there has been a decline by about 1 billion. He said the Biden administration committed the country to a global effort to cut greenhouse gas to half of peak level by 2030, and then on to Net Zero by 2050. This will require tripling the average pace of carbon reductions seen over the last decade from 2 percent to 6 percent per year, a pace that requires foresight, public policy and investment and significant efforts to overcome coordination challenges and promote moving faster, collectively.

Dr. Jenkins said Princeton's Net Zero America study indicates several different pathways to achieve Net Zero and the electricity sector is the lynch pin in efforts to decarbonize the overall economy. He said, in order to consistently reduce greenhouse gas emissions as we expand energy supply, clean electricity sources must be deployed at a rapid pace. He noted that in addition to energy security and economic security, clean energy deployment delivers public health benefits, the bulk of which will come from the transportation sector. It is projected that 35,000 premature deaths can be avoided during the first decade of the Inflation Reduction Act. Dr. Jenkins said the challenge is scaling up the energy transition fast enough to take advantage of the opportunities made available through federal legislative support.

## G. Committee Reports/Action Items

### **Project Prioritization** – Commissioner John P. Kelly, Chair

Commissioner Kelly said the Committee considered nine actions at the joint committee meeting in February, five of which were on the agenda. The first is a minor amendment to the Fiscal Year 2022-2025 Transportation Improvement Program (TIP) to add the Boylan Terrace Neighborhood Pedestrian Connection Project as requested by the Borough of Bernardsville. The borough received \$1.4 million in Congressionally Directed Spending for the project.

The Commissioner said the next action item is a minor amendment to the current TIP to add the NJTPA's new Carbon Reduction Program. This program will provide funds from the Infrastructure Investment and Jobs Act for projects in the region that support the reduction of transportation-related greenhouse gas emissions. \$56 million in suballocated, urbanized funds have been specified for this purpose from FYs 2023 to 2025.

Commissioner Kelly said the third action item is a set of minor amendments to the current TIP to add funds for the Construction phase of work in FY 2023 for three projects, as requested by the New Jersey Department of Transportation. The increases are due to updated cost estimates for materials, including steel, pump station equipment, and utilities. The projects are as follows:

- \$21.5 million in federal funds will be added to the Portway, Fish House Road/Pennsylvania Avenue project in Hudson County,
- \$83 million in National Highway Performance Program funds, \$26 million from an INFRA grant, and \$7 million in state funds will be added to the Route 7, Kearny, Drainage Improvements project in Hudson and Bergen counties, and
- \$30.6 million in federal funds will be added to the Route 23, Bridge over Pequannock River/Hamburg Turnpike project in Morris and Passaic counties.

The Commissioner said the Committee also approved 19 projects for the FY 2022 LSP/HRRR programs, which support construction of cost-effective, high-impact safety improvements on the region's county and local roadways. In response to a solicitation in December 2021, the NJTPA received 15 eligible LSP applications and three for HRRR. A Technical Review Committee reviewed the applications and recommended all 18 projects for inclusion in the FY 2022 programs. In addition, the project for improving JFK Boulevard from Pavonia Avenue to St. Paul's Avenue project in Jersey City has completed a Local Concept Development study and has been recommended for inclusion in the LSP by an interagency review committee.

Commissioner Kelly said the Committee considered the Initial Financial Plan for the Route 7, Kearny Drainage Improvements Project in Hudson and Bergen counties. The estimated cost of the project is \$129 million. Construction is expected to begin in October and be completed in 2029.

The Commissioner said, also at the meeting, the Committee approved four items that require no further action. The first is a set of modifications to the current TIP to add federal funds to two projects as requested by the NJDOT. \$1.5 million will be added to the Bordentown Avenue,

Burlew Place/Kenneth Avenue and Eugene Boulevard Intersections project in Middlesex County. Due to the complexity of the project and recent price increases, the estimate for Preliminary Engineering has increased. He said the modifications also add \$1.5 million to the Route 35 Northbound, Bridge over Route 36 Northbound and Garden State Parkway Ramp G project in Monmouth County for Preliminary Engineering in FY 2023. This modification also adjusts the programmed funding and proposed schedules for later phases of work.

Commissioner Kelly said the Committee also approved the 2022 financial plan updates for three projects. The updates reflect additional funding needs due to increases in steel prices. The projects are as follows:

- The Route 72, Manahawkin Bay Bridges Project in Ocean County. The update reflects a \$6 million increase to \$348 million.
- The Route 206 project in Somerset County. This update reflects a \$7 million increase to \$495 million.
- The Route 3/Route 46, Valley Road and Notch/Rifle Camp Interchange project in Passaic County. The update reflects an \$8 million increase to \$822 million.

The Commissioner said, also at the February meeting, the Committee received an update on the development of the Project Pool, which begins the process for developing the FY 2024 TIP.

**Action Item 1: Minor Amendment to the FY 2022 – 2025 Transportation Improvement Program to Add the Boylan Terrace Neighborhood Pedestrian Connection Project as Requested by the Borough of Bernardsville (Attachment 2)**

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

**Action Item 2: Minor Amendment to the FY 2022 – 2025 Transportation Improvement Program to Add the NJTPA Carbon Reduction Program as Requested by the North Jersey Transportation Planning Authority (Attachment 3)**

A motion to approve the resolution was made by Jersey City, seconded by NJ TRANSIT, and carried unanimously.

**Action Item 3: Minor Amendments to the FY 2022 – 2025 Transportation Improvement Program to Add Federal Funds to Three Projects as Requested by the New Jersey Department of Transportation (Attachment 4)**

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

**Action Item 4: Approval of Projects for the FY 2022 Local Safety Program and High Risk Rural Roads Program (Attachment 5)**

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

Michael Manzella, Jersey City, said given the increasing crashes in the state, it is encouraging that funding for the programs has doubled. He said it will bring important improvements to the region's street networks. He asked the Board and staff to work together when considering the next round of projects to develop ways to further incentivize or prioritize selected preferred alternatives that advance dedicated multimodal facilities for all street users.

**Action Item 5: Approval of the Initial Financial Plan for the Route 7, Kearny Drainage Improvements Project (Attachment 6)**

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

**Planning and Economic Development – Commissioner Charles Kenny, Chair**

Chair Bartlett gave the Committee report for Commissioner Kenny, who could not attend the meeting. He said the Committee approved one action item at the February 21 joint meeting –the FY 2024 Unified Planning Work Program (UPWP). He said drafts of the work program and budget were distributed to the Board, RTAC, NJDOT, NJ TRANSIT, and the federal partners in December for review and comment. Since then, staff has edited task descriptions in Chapter I – Central Staff Activities; Chapter II – Subregional Pass-through Programs; and Chapter III – Transportation Management Association Program. Chapter IV – Other Regional Transportation Initiatives, includes planning studies provided by outside agencies.

The Chair said the work program budget has increased slightly since the December draft by a little more than \$20,000 to account for Central Staff direct expenses involving upgrades to the conference room to better accommodate hybrid meetings. Additionally, an adjustment to the total program budget was made to the FY 2024 Local Safety Engineering Assistance program to reflect the estimated cost of the LSP projects.

Chair Bartlett said an update of the NJTPA Long Range Transportation Plan is slated for 2025. He said this will require much work and will be the Board's opportunity to shape the priorities and directions for the region's future planning and investments. Initial plan outreach will begin in the coming year. The chair said the Planning and Economic Development Committee will provide oversight for the plan update and the committee welcomes input and participation at its meetings.

**Action Item 6: Approval of the FY 2024 Unified Planning Work Program (Attachment 7)**

A motion to approve the resolution was made by Morris County, seconded by the Port Authority of New York & New Jersey (PANYNJ), and carried unanimously.

## **Freight Initiatives – Chair, Commissioner Jason Sarnoski, Warren County**

Freight Initiatives Committee Vice Chair, Commissioner Sara Sooy, Somerset County, led the Committee's February meeting. She said the meeting featured the NJTPA's annual Trucking Industry Update, and the Committee heard from two guest speakers who discussed a variety of trends in that sector. The first speaker was Darrin Roth, Vice President, Highway Policy, for the American Trucking Associations. Mr. Roth said the freight market is moving back to historical norms after a spike in demand during the pandemic, but the industry faces serious challenges. He described New Jersey and the larger northeast region as "the epicenter" for truck driver and parking shortages and said the industry also faces rising costs of fuel, insurance premiums, equipment and maintenance.

Commissioner Sooy said the second speaker was Jeff Short, American Transportation Research Institute. He reported on his organization's survey of thousands of industry executives, commercial drivers, stakeholders and others. Findings indicate that, while fuel prices and driver shortages are primary concerns, truck parking topped the list for commercial drivers. Mr. Short said his organization also looked at the age of drivers, which continues to rise. Mr. Short said 25 to 30 years ago, the largest category of drivers was 25- to 34-year-olds, which today make up less than 20 percent of drivers. Currently the largest demographic is 45- to 64-year-olds, which is not sustainable, and the industry must shift that curve by attracting younger adults.

The Commissioner said that, during the meeting, NJTPA Freight staff provided an update on studies that are underway, including the Freight Rail Grade Crossing Assessment Update and Freight Concept Development Program projects in Somerset and Morris counties. Among the member reports at the meeting, NJDOT said the Statewide Freight Plan Update has been submitted to the Federal Highway Administration, and that awards from the state's Rail Freight Assistance Program will be announced shortly. The PANYNJ reported that, although there has been a slight downturn in container traffic on both coasts, the Port of New York and New Jersey remains number one in the nation.

## **H) Public Participation**

Neile Weissman, Complete George, said the George Washington Bridge North Walk just reopened and first impressions were good. He said the PANYNJ replaced stairs with new ramps, brought the span in compliance with Americans with Disabilities Act, and added gathering and viewing areas. He said early design drawings of the bridge indicated 15-foot-wide promenades that were never realized, and the decision to keep the span's existing paths at 7 feet wide results in an unsafe facility. He noted investments have been made by the PANYNJ and New York in widening mixed use paths on a variety of New York and New Jersey bridges. Mr. Weissman said the rapid adoption of personal mobility has immense potential to reduce congestion and cut emissions, and they require wide modern infrastructure to operate safely alongside regular bicycles and pedestrians. He said, if the PANYNJ will not make expanding the paths of the George Washington Bridge a priority, "then the state should pick up the tab" because the project would support tourism jobs, access to green space, public health, transportation equity, sustainability, and resilience.

David Peter Allen, Chair of the Senior Citizens and Disabled Residents Transportation Advisory Committee (SCDRTAC) at NJ TRANSIT, said the committee needs the support of the elected officials on the Board to help prevent restrictions on its activities through a proposed change to the New Jersey Administrative Code. He said the Committee raises issues concerning vulnerable constituents and their mobility, including fixed-route services, service issues on community transportation, accessibility for riders with disabilities, connectivity between transit modes, and funding for transit.

Andy Weiss expressed frustration with the lack of planning for NJ TRANSIT bus lanes. He said the NJTPA had at least five studies that recommended bus lanes in Hudson County, and he asked what planning solution the agency has to speed up NJ TRANSIT buses. He said current planning activities favor motorists over transit riders and pedestrians.

Chair Bartlett recognized and thanked former NJTPA Chair and Morris County Commissioner Kathy DeFillippo, who has retired from public service. He said she led the organization through the ordeal of the pandemic at a time when Board members also had to find new means to carry out their essential functions for their constituents. He said, during this difficult time, Commissioner DeFillippo moved the agency forward through the adoption of an updated long-range plan, progress on the Morris County Greenway and other trails, ongoing critical investment in roads and bridges, and continued advocacy for safety.

Mr. Behrend said he appreciates the trust she put in NJTPA staff and former NJTPA Executive Director Mary Ameen at the time. He thanked Central Staff for their commitment and for delivering everything that was needed to fulfill federal requirements without missing a single deadline. Mr. Behrend said the trust Commissioner DeFillippo placed in staff to get the job done, while she provided guidance, encouragement, and support, was always greatly appreciated. He noted that she was a very hands-on member of the Board and thanked her for the encouragement and support she gave him over the years.

Commissioner Stephen Shaw, Morris County, who replaced Commissioner DeFillippo on the Board, said she did a phenomenal job keeping the County Commissioners informed on the activities of the NJTPA. He said it has been a pleasure and honor to serve with her.

Commissioner Bette Jane Kowalski, Union County thanked Commissioner DeFillippo said she is proud to have worked with her in the time she served as Chair.

Commissioner Kelly noted that the pandemic shutdown began right after Commissioner DeFillippo became NJTPA chair but working with staff and Ms. Ameen she oversaw the continuation of meetings and flow of information to keep the agency moving forward. He thanked her for her leadership during those difficult times.

Chair Bartlett and Mr. Behrend presented Commissioner DeFillippo with a commemorative plaque in recognition of her dedicated service to the people of the region, staff, and her peers.

Commissioner DeFillippo said it was fortunate during the restrictions caused by the pandemic to have the support and activity of NJTPA staff and Board members to continue the work of the agency. She said she is proud of what they were able to accomplish during a dark time to keep people and goods moving. She thanked everyone for their efforts to keep the NJTPA moving in the right direction.

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

Chairman Bartlett announced that the next meeting of the NJTPA will be held on Monday, May 8, 2023, 10:30 a.m., at the NJTPA offices at One Newark Center (1085 Raymond Blvd.), Newark, NJ 07102

**J) Adjournment**

At 12:05 p.m., a motion to adjourn was made by Ocean County, seconded by Morris County, and carried unanimously.

**NORTH JERSEY TRANSPORTATION PLANNING AUTHORITY, INC.**  
**Meeting of the Board of Trustees**  
**Attendance Record: March 13, 2023**

<b>Subregion/Agency</b>	<b>Voting Members/Alternates</b>	<b>Staff &amp; Others</b>
Bergen County	Peter Botsolas	Joseph Baladi
Essex County	David Antonio	
Hudson County	Thomas Malavasi	
Hunterdon County		Katherine Fullerton
Jersey City	Michael Manzella	
Middlesex County		Andrew Lappitt
Monmouth County	Teri O'Connor	Joseph Ettore
Morris County	Stephen Shaw John Hayes	
Newark		Raymond Concepcion Trevor Howard
Ocean County	Hon. John Kelly John Ernst	
Passaic County	Hon. John Bartlett	Andras Holzmann
Somerset County	Hon. Sara Sooy Walt Lane	
Sussex County	Tom Drabic	
Union County	Hon. Bette Jane Kowalski	
Warren County	David Dech	
Office of the Governor	Dorian Smith	
NJDOT	Andrew Swords	
NJ TRANSIT	Jeremy Colangelo-Bryan	Jim Vari
Port Authority of New York & New Jersey (PANYNJ)	Jay Shuffield	
Citizen's Representative		

<b>Other Attendees</b>	
Dan Callas	Avenues in Motion
David Kales	Business Administrator, South Amboy
Mark Rasimowicz	City Engineer, South Amboy
Neile Weissman	Complete George
Daniel DiPoalo	French & Parrello
Steven Tardy	French & Parrello
Bob Werkmeister	GPI

Fred Henry	Mayor, South Amboy
Jim Yeager	Michael Baker Inc.
Lu Ding	NJ Turnpike Authority
Rosemary Nivar	NJ Turnpike Authority
Various members of Central Staff	NJTPA
David Peter Allen	Senior Citizens and Disabled Residents Transportation Advisory Committee

**DRAFT RESOLUTION: MINOR AMENDMENT TO THE FY 2022 – 2025  
TRANSPORTATION IMPROVEMENT PROGRAM TO  
ADD THE BOYLAN TERRACE NEIGHBORHOOD  
PEDESTRIAN CONNECTION PROJECT AS REQUESTED  
BY THE BOROUGH OF BERNARDSVILLE**

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

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

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

**WHEREAS**, the TIP may be revised any time; and

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

**WHEREAS**, the Borough of Bernardsville has requested the addition of the Boylan Terrace Neighborhood Connection project (DB# N2308) to the FY 2022 – 2025 TIP; and

**WHEREAS**, fiscal constraint is maintained because funds are available for this project through a Federal Fiscal Year 2022 Community Project Funding/Congressionally Directed Spending grant through the Federal Highway Infrastructure Programs; 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 these actions; and

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

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

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

**Approved March 13, 2023**

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

**NOW, THEREFORE, BE IT RESOLVED**, that the North Jersey Transportation Planning Authority hereby approves the specified amendment to the FY 2022 – 2025 Transportation Improvement Program.

**BE IT FURTHER RESOLVED** that a copy of this resolution is forwarded to the New Jersey Department of Transportation for submission to the Federal Highway Administration.

**DRAFT RESOLUTION: MINOR AMENDMENT TO THE FY 2022 – 2025  
TRANSPORTATION IMPROVEMENT PROGRAM TO  
ADD THE NJTPA CARBON REDUCTION PROGRAM AS  
REQUESTED BY THE NORTH JERSEY  
TRANSPORTATION PLANNING AUTHORITY**

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

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

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

**WHEREAS**, the TIP may be revised any time; and

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

**WHEREAS**, the NJTPA has requested the addition of the NJTPA Carbon Reduction Program (DB# N2309) to the FY 2022 – 2025 TIP; and

**WHEREAS**, the Infrastructure Investment and Jobs Act provides the resources for this program; 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 these actions; and

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

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

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

**Approved March 13, 2023**

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

**NOW, THEREFORE, BE IT RESOLVED**, that the North Jersey Transportation Planning Authority hereby approves the specified amendment to the FY 2022 – 2025 Transportation Improvement Program.

**BE IT FURTHER RESOLVED** that a copy of this resolution is forwarded to the New Jersey Department of Transportation for submission to the Federal Highway Administration.

**DRAFT RESOLUTION: MINOR AMENDMENTS TO THE FY 2022 – 2025  
TRANSPORTATION IMPROVEMENT PROGRAM TO  
ADD FEDERAL FUNDS TO THREE PROJECTS AS  
REQUESTED BY THE NEW JERSEY DEPARTMENT OF  
TRANSPORTATION**

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

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

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

**WHEREAS**, the TIP may be revised any time; and

**WHEREAS**, according to the MOU, when federal funds above the specified threshold are added to a project or program in the TIP, and a new air quality conformity determination is not required, this constitutes a minor amendment; and

**WHEREAS**, the NJDOT has requested the addition of federal funds to the Portway, Fish House Road/Pennsylvania Avenue, CR 659 project in Hudson County (DB# 97005B), to the Route 7, Kearny, Drainage Improvements project in Hudson County (DB# 93186), and to the Route 23, Bridge over Pequannock River/Hamburg Turnpike project in Morris and Passaic Counties (DB# 08347); and

**WHEREAS**, funds are available for these purposes; and

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

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

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

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

**Approved March 13, 2023**

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

**NOW, THEREFORE, BE IT RESOLVED**, that the North Jersey Transportation Planning Authority hereby approves the specified amendment to the FY 2022 – 2025 Transportation Improvement Program.

**BE IT FURTHER RESOLVED** that a copy of this resolution is forwarded to the New Jersey Department of Transportation for submission to the Federal Highway Administration.

**DRAFT RESOLUTION: APPROVAL OF PROJECTS FOR THE FY 2022 LOCAL SAFETY PROGRAM AND HIGH RISK RURAL ROADS PROGRAM**

**WHEREAS**, the North Jersey Transportation Planning Authority (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 Local Safety Program and High Risk Rural Roads Program are supported with funds from the Federal Highway Administration's Highway Safety Improvements Program (HSIP); and

**WHEREAS**, the Local Safety Program (LSP) provides an opportunity for eligible applicants to apply for federal funding for the construction of safety improvements on county and eligible local roadway facilities within the region which have crash rates that exceed the NJTPA region's average for those functional classes of roadways; and

**WHEREAS**, High Risk Rural Roads Program (HRRRP) provides an opportunity for eligible applicants to apply for federal funding for the construction of safety improvements on roadways that are functionally classified as a rural major or minor collector or as a local rural road and have crash rates that exceed the NJTPA region's average for those functional classes of roadways; and

**WHEREAS**, the NJTPA sent out solicitation notifications in December 2021 inviting eligible applicants to submit for the programs; and

**WHEREAS**, NJTPA received fifteen (15) eligible Local Safety Program applications and three High Risk Rural Roads Program applications in the NJTPA region; and

**WHEREAS**, a Technical Review Committee composed of staff from NJTPA and NJDOT reviewed the applications and recommends the inclusion of all projects in the FY 2022 Local Safety and High Risk Rural Roads Programs with funding of \$160.3 million and \$20.2 million respectively; and

**WHEREAS**, the projects requesting design assistance will be included in the FY 2024 Local Safety Engineering Assistance Program (LSEAP); and

**WHEREAS**, the JFK (Kennedy) Boulevard from Pavonia Avenue to St. Paul's Avenue project has concluded the Local Concept Development Phase and has been recommended by an Interagency Review Committee to advance to the Preliminary Engineering phase using HSIP funding and will be included in the FY 2024 LSEAP; and

**Approved March 13, 2023**

**WHEREAS**, the recommended projects address the goals of the programs; 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 list of projects for the Local Safety Program and the High Risk Rural Roads Program.

**BE IT FURTHER RESOLVED**, that a copy of this resolution be forwarded to the New Jersey Department of Transportation for submission to the Federal Highway Administration and to the counties of the selected applicants.

**DRAFT RESOLUTION:                      APPROVAL OF THE INITIAL FINANCIAL PLAN  
FOR THE ROUTE 7, KEARNY DRAINAGE  
IMPROVEMENTS PROJECT**

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

**WHEREAS**, under federal law, recipients of federal financial assistance for projects with a total cost between \$100 million and \$500 million are required to prepare a financial plan; and

**WHEREAS**, a Financial Plan addresses the following elements:

- **Project Description:** A detailed description that presents the scope of the project. A graphic depicting the project location is recommended.
- **Cost Estimate:** The total cost and cost-to-complete for major project elements are presented in year of expenditure dollars.
- **Implementation Plan:** The project schedule is presented and the cost-to-complete is presented in annual increments in year of expenditure dollars.
- **Financing and Revenues:** Presented by funding source as annual elements available for project obligations.
- **Cash Flow:** An annualized presentation of cash income and outgo to illustrate how periodic bills will be paid.
- **Risk Identification and Mitigation Factors:** Identification of the likelihood of issues affecting project completion and sufficiency of revenues – such as cost escalation, construction schedules, and dependencies on future legislation – and strategies and actions to address these risks.
- **Phasing Plan:** Identification of fundable improvements that will address the short-term purpose and need of the project in the event there are insufficient financial resources to complete the entire project.
- **Public Private Partnership (P3):** Assessment of appropriateness of a public-private partnership to deliver the project.
- **Annual Update Cycle:** The submission dates and reporting periods should be proposed in the Initial Financial Plan and annual updated plans; and

**WHEREAS**, in addition to the financial plan, annual updates are required in order to provide information on actual cost, expenditure and revenue performance; and

**Approved March 13, 2023**

**WHEREAS**, the Route 7, Kearny Drainage Improvements project (DB# 93186) involves raising the roadway profile of Route 7 by approximately 3.5 feet; installation of steel sheeting, three pump stations, and additional inlets; modification of the approach slabs on the Route 7 Bridge over NJ TRANSIT; and electrical modifications to the Route 7 and Porete Avenue signalized intersection; and

**WHEREAS**, the New Jersey Department of Transportation (NJDOT) has submitted an Initial Financial Plan for the Route 7, Kearny Drainage Improvements, with total costs of approximately \$128.977 million; and

**WHEREAS**, NJTPA Central Staff has reviewed the Initial Financial Plan and has found the elements listed above to be consistent with federal guidance; and

**WHEREAS**, NJTPA Central Staff has reviewed the Initial Financial Plan and has found the project to be consistent with the fiscal constraint requirements of the Long Range Transportation Plan and the FY 2022 – FY 2025 TIP as revised; 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 Initial Financial Plan for the Route 7, Kearny Drainage Improvements Project.

**BE IT FURTHER RESOLVED**, that a copy of this resolution and attachments be forwarded to the New Jersey Department of Transportation for submission to the Federal Highway Administration.

**DRAFT RESOLUTION: APPROVAL OF THE FY 2024 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 2024 UPWP (July 1, 2023 to June 30, 2024) 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 2024 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 Infrastructure Investment and Jobs Act (IIJA); and

**WHEREAS**, any FY 2024 Compensation Plan and salary parameters will be subject to 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 2024 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.