



JOHN W. BARTLETT, CHAIR

Board Meeting Minutes

July 11, 2022

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*.

B. Roll Call

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

C. Approval of Minutes

A motion to approve the minutes of the May 9, 2022 meeting was made by Ocean County, seconded by Warren County and carried unanimously.

D. Chairman's Remarks

Chair Bartlett said that, following the retirement of Mary Ameen, David Behrend's appointment as NJTPA Acting Executive Director provides continuity for the staff and the Board while the process of hiring a new Executive Director continues. He said NJIT had advertised the position, and the Board's Executive Committee and a representative from NJIT are reviewing applications and will be conducting interviews.

The Chair highlighted Action Item Two on the agenda, which would add 29 projects to the Transportation Improvement Program (TIP) at the request of the New Jersey Department of Transportation (NJDOT). He said the projects are advancing sooner than predicted thanks to additional funding provided by the bipartisan federal Infrastructure Investment and Jobs Act (IIJA), which was enacted in November.

Chair Bartlett noted that, during a visit to New Jersey in May, U.S. Transportation Secretary Pete Buttigieg toured the Port of Newark, which was awarded a \$44 million grant funded by the new infrastructure law to improve roads, help move goods more efficiently, and keep drivers safe.

The Chair said he participated in a discussion with the Secretary and Congresswoman Mikie Sherrill during a visit to the Advanced Manufacturing and Engineering Center at the County College of Morris. He said Secretary Buttigieg highlighted the importance of workforce development programs like those operated by many of the state's county colleges. He said these programs will provide the "skilled human capital" needed to solve infrastructure and supply chain issues across the country. Chair Bartlett said today's meeting agenda is evidence of the Secretary's statement that this is an exciting time to be involved in transportation infrastructure, because actions taken by the Board will put IJJA funding to work on projects across the region over the next several years.

Chair Bartlett noted that IJJA is also providing additional funding to the Transportation Alternatives Set-Aside Program (TAP), and he was pleased to kick off a meeting of the Morris Canal Working Group in May, where NJTPA staff highlighted TAP program opportunities. He said this competitive grant program funds rails-to-trails and on- and off-road trail projects like the Morris Canal Greenway and the Henry Hudson Trail. TAP funding can also be used for landscaping and streetscape improvements; stormwater management; scenic overlooks; preserving historic transportation facilities; and projects that reduce wildlife deaths caused by vehicles. The Chair reminded all who are thinking about applying for a TAP grant that mandatory pre-application meetings need to be scheduled by the end of September, and additional information is available on the NJTPA's [website](#).

Chair Bartlett said safety is the top priority in Plan 2050, and it is a primary focus across all NJTPA policies, programs, and investments—from the infrastructure improvements that are funded through the Local Safety and High Risk Rural Roads programs, to the education and outreach the agency supports through its Street Smart NJ pedestrian safety campaign. He noted that New Jersey's Safe Passing law went into effect in March. It requires drivers to move over a full lane if possible or provide at least four feet when passing vulnerable road users, like pedestrians and cyclists. If there isn't sufficient space to move over, drivers should slow down while passing or stop and wait until it's safe to pass. The Chair said Street Smart NJ has a new campaign message to reflect this law, which is being used on NJTPA social media channels and appears on outreach materials in participating communities. He said that there is additional information at BeStreetSmartNJ.org, and he encouraged all to amplify and spread the Street Smart NJ messages and all of the material that the NJTPA puts out on social media.

E. Acting Executive Director's Report

Mr. Behrend thanked the Board for putting their trust and confidence in him to serve as Acting Executive Director. He said Ms. Ameen set high standards in leading the staff over the past four years, and he will do his best to follow and build on her example.

Mr. Behrend said the Board is considering the first TIP actions to allow the region to take full advantage of expanded funding under the IJJA. He said similar actions are expected over the law's five-year span, and Central Staff will work diligently to be responsive, nimble and flexible to ensure that the actions are taken in a timely manner, and the dollars can be put to work on important projects in the region.

Mr. Behrend said that Central Staff has been fielding inquiries about project applications and providing letters of support for partner agencies and others applying for competitive grants under IJJA programs. He reminded all that staff can also provide data, guidance and technical assistance as grant opportunities are announced. He asked that the NJTPA be kept informed of any plans to apply for funding so that staff can help coordinate applications. He said more information about IJJA programs is available on the NJTPA [IJJA Info-Resources web page](#), and staff is available to answer questions. Mr. Behrend said applicants can draw upon many of the recent NJTPA-supported studies that are the foundation for potential projects. He said the studies examined regional and subregional needs, compiled relevant data, and recommended solutions to consider when applying for funding.

Mr. Behrend said several studies wrapped-up on June 30. They include two subregional studies—the Jersey City Alternate Transportation Modes Assessment and the Passaic County Bicycle Master Plan, and two regional studies conducted by NJTPA—the On-Road Transportation Greenhouse Gas Inventory & Forecast and the Pedestrian Counts Study. Final reports for these efforts will be available soon.

Mr. Behrend noted that a common theme for many NJTPA-supported studies is promoting sustainable transportation alternatives to motorized vehicles, as called for in Plan 2050. To further that goal, the NJTPA is developing a Regional Active Transportation Plan to provide guidance and a policy framework for people-powered, non-motorized travel, mainly walking and biking. He said outreach for the plan will begin this summer. Residents will be asked to share information about where infrastructure can be improved to make non-motorized travel safer and more convenient. He noted that the study team will staff an information booth at Canal Day in Wharton on August 20. The event celebrates the history of the Morris Canal and the ongoing development of the Morris Canal Greenway, the scenic recreational trail that spans the region. Mr. Behrend said the outreach will include a survey that is posted to the [study website](#) and an interactive map that will allow people to provide feedback online.

Mr. Behrend said the NJTPA's outreach liaisons are also helping. One hosted a community discussion in West Orange in June. They have also reached out to community groups in Newark and the region's Mandarin speaking populations to promote the plan and the survey. He said, to support this outreach, the NJTPA will be enlisting the involvement of the revived UpNext North Jersey young adult advisory group that just recruited some new members.

Mr. Behrend said announcements about funding awards for the NJTPA Local Safety/High Risk Rural Roads programs and the Planning for Emerging Centers program can be expected soon.

Mr. Behrend noted that the NJTPA continues to coordinate with neighboring Metropolitan Planning Organizations (MPOs) through the Metropolitan Area Planning (MAP) Forum, the consortium of 10 MPOs and councils of government in New Jersey, New York, Connecticut and Pennsylvania. He said Central Staff presented on freight issues and an upgraded MAP Forum website at the Forum's June 3 meeting.

Mr. Behrend said staff also continues coordination with the state's wider planning community. Central Staff participated in the recent NJ Planning and Redevelopment Conference, where they served on panels discussing downtown redevelopment, active transportation, public outreach, freight and other topics.

Mr. Behrend said the federal Certification Review is under way, and staff provided the federal partners with a variety of documents and information as part of the initial desk review. The on-site meeting with the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) will be held November 1-3. He said he is confident that the certification review process will go well.

Mr. Behrend announced that the NJTPA has three new staff members: Andy Kaplan, Manager, Planning for Transportation Technology and Operations; Justine Recio-Patel, Senior Planner for Subregional Programs; and William Long, Principal Planner for Subregional Studies.

F. Presentation

Jessie Singer, journalist and author of the book *There are no Accidents: The Deadly Rise of Injury and Disaster – Who Profits and Who Pays the Price*, said that, after decades of declining traffic deaths, the US has seen an increase from 32,000 in 2010 to 42,000 in 2020. Singer attributed this to several factors, some of which include human error, road design, and the decline in vehicle safety standards and infrastructure spending.

Singer said there is a tendency to try to control behaviors through roadway signs and billboards, but more attention should be paid to improving the conditions that increase the likelihood of human error. Singer made a distinction between human error and dangerous conditions—to exceed the speed limit is a human error; a road design that encourages exceeding the speed limit is a dangerous condition. Singer said that human error is part of almost all roadway crashes, but instead of trying to perfect mistake-making people (the “bad apple” theory), a new view is that the purpose of investigating an accident is to identify and mitigate the dangerous conditions that cause people to get hurt when someone makes a mistake. Singer gave the example of narrowing a wide road to force drivers to slow down.

[Visit the [NJTPA Update Blog](#) for an in-depth account of Singer's presentation and a link for watching the presentation on YouTube.]

G. Committee Reports/Action Items

Project Prioritization – Commissioner John P. Kelly, Chair

Commissioner Kelly said the Committee considered five action items at the joint committee meeting in June, and four of them were on the day's agenda. First, the Committee approved a Minor Amendment to the current TIP to add the Bayonne Commuter Ferry Pier and Dock Improvements Project as requested by the City of Bayonne. He said \$657,000 had been made

available through a grant from the FTA. Additional non-federal funds will be provided by the City and developer contributions.

The Commissioner said, next, the Committee considered a minor amendment to the TIP to add 29 projects as requested by NJDOT. He said the added projects are supported by resources in the federal infrastructure law. He noted that revised documentation for two projects in Middlesex County was sent to the Board the previous week. The revisions reflect NJDOT's ability to advance the projects a year sooner than originally scheduled.

Commissioner Kelly said the third action item is a minor amendment to the TIP to add \$50.1 million of National Highway Performance Program funds in federal Fiscal Year 2022 for five Pavement Preservation Program projects in eight counties in the region. The program has remaining funds available after the completion of earlier projects, allowing for these five to advance.

The Commissioner said the fourth action item is a minor amendment that adds federal funds to three projects as requested by NJDOT to align with current project schedules and cost estimates. These funds were made available through the federal infrastructure bill and include \$185.2 million for the Route 4 Hackensack River Bridge project in Bergen County; \$9.5 million for the Route 202/206 Peter's Brook Culvert Replacement project in Somerset County; and \$8.5 million for the Route 15 Bridge over Paulins Kill in Sussex County.

Commissioner Kelly said the Committee also considered a TIP modification to add \$2.5 million to the Bridge Street Bridge project over the Passaic River in Essex and Hudson counties. This will support the Preliminary Engineering phase of work in federal Fiscal Year 2022. The funds are available from the NJTPA Future Projects program line item. The Commissioner said this modification was approved by the committee, and no further action is needed.

Action Item 1: Minor Amendment to the FY 2022 - 2025 Transportation Improvement Program to Add the Bayonne Commuter Ferry Pier and Dock Improvements Project as Requested by the City of Bayonne (Attachment 2)

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

Action Item 2: Minor Amendment to the FY 2022 - 2025 Transportation Improvement Program to Add 29 Projects as Requested by the New Jersey Department of Transportation (Attachment 3)

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

Action Item 3: Minor Amendment to the FY 2022 - 2025 Transportation Improvement Program to Add Federal Funding to the Pavement Preservation Program as Requested by the New Jersey Department of Transportation: (Attachment 4)

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

Action Item 4: 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 5)

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

Planning and Economic Development – Commissioner Charles Kenny, Chair

Commissioner Kenny said the Committee did not consider any action items at the June joint committee meeting, but Central Staff provided an overview of efforts underway to meet federal requirements for using performance measures to guide NJTPA planning and investments. He said, together with partner agencies, the NJTPA is required to set targets for meeting several federal performance measures. The Commissioner said the Committee was informed that NJDOT is developing statewide roadway safety targets for reducing crashes, injuries, and fatalities, and these targets will be submitted to FHWA later this summer. He said the NJTPA Board can either support the statewide targets or set its own by the end of February 2023.

The Commissioner said that, in September, the Board will be asked to adopt congestion targets developed jointly by the coordination groups for each of the three urbanized areas that overlap the NJTPA region—New York-Newark, Philadelphia, and Allentown-Bethlehem-Easton. He said the NJTPA must also update its Performance Plan, which explains how it will help the region achieve the targets with the allocation of dedicated congestion mitigation and air quality funding. The Board will also be asked to adopt targets for reducing emissions from mobile sources to improve air quality.

Commissioner Kenny said NJDOT is developing other targets focused on infrastructure condition, travel time reliability, and freight movement. He said, after they are submitted to FHWA this fall, the NJTPA Board can either support the statewide targets or set its own by March 30, 2023.

The Commissioner said the Committee also heard an update on trans-Hudson travel. They were informed that the Regional Plan Association just released a report using travel and growth forecasts to underline the need for the Hudson River Tunnel project to move forward. The report acknowledged the importance of the overall Gateway Program to the economic future of the region. The full report is available at the [RPA website](#).

Freight Initiatives – Commissioner Jason Sarnoski, Chair

Commissioner Sarnoski said the Committee heard the annual trucking industry update at its June meeting. He said the first speaker was Nicholas Geale, Vice President of Workforce and Labor Policy at the American Trucking Associations. Mr. Geale reported that the truck driver shortage is expected to double from an estimated 80,000 last year to 160,000 by 2030. Freight volumes

have slowed from 2021 but remain high. The pandemic years have been strong for trucking generally, with lots of goods being transported, tight capacity, and higher rates. However, he noted that costs have been a challenge, when it comes to driver wages, retention and recruitment, liability insurance, equipment prices and availability, and spikes in fuel prices. Short- and long-term solutions being advanced for the driver shortage include the DRIVE Safe Act apprenticeship program and a task force that aims to increase the number of women in trucking.

The Commissioner said the next speaker was Jeffrey Short, Vice President at the American Transportation Research Institute. He presented findings from the Institute's recently released report, "Understanding the Carbon Dioxide Impacts of Zero-Emission Trucks." The research estimated carbon dioxide emissions for diesel trucks, battery electric trucks, and fuel cell hydrogen trucks. The research compares full vehicle life-cycle emissions from vehicle production to driving to vehicle disposal and recycling. The total life-cycle carbon dioxide emissions for a diesel truck are 30 percent higher than a battery electric truck and nearly 45 percent higher than fuel cell hydrogen truck. However, the research notes that the two lithium-ion batteries that electric trucks require create 20 times more emissions when it comes to disposal and recycling.

During members reports at the meeting, Commissioner Sarnoski said NJDOT noted that the 2022 update of the federally required State Freight Plan is underway and scheduled to be completed by the end of the year. Hudson and Middlesex counties informed the Committee about their current freight studies being funded through the NJTPA's Subregional Studies Program.

H) Public Participation

Neile Weissman, Complete George, asked the NJTPA to create a regionwide bicycle master plan that aggregates and connects county and municipal plans and serves areas without their own plans. Mr. Weissman next asked the NJTPA to ensure that bridge replacement and restoration projects include bikeways that are compliant with American Association of State Highway and Transportation Officials policy. He also asked the NJTPA to vet and support legislation that affords cyclists the discretion to treat stop lights as stop signs and stop signs as yields, thereby enabling cyclists to avoid vehicles at intersections. Mr. Weissman's extended remarks are available online [here](#).

Chris Adair, Bike Hoboken and Bike Hudson County, expressed support for the NJTPA Regional Active Transportation Plan. She also encouraged the NJTPA to ensure that a bikeway is included in the Essex County/Hudson County Bridge Street Bridge project and to encourage more community engagement for the plan. Ms. Adair also urged NJTPA support for a comprehensive regional bicycle master plan.

Emmanuelle Morgan, Bike Hoboken and Bike Hudson County, said over 200 active transportation road users, primarily cyclists and pedestrians, are attempting to advocate for improved road safety and infrastructure with elected representatives. She said they are grateful for the Regional Active Transportation Plan survey, and they are looking forward to working with NJTPA staff as collaborators and stakeholders providing feedback and attending site visits.

Ms. Morgan also advocated for a regionwide bike master plan, and she echoed Ms. Adair's call for a bikeway on the Bridge Street Bridge.

In the meeting chat, Lois Goldman, NJTPA Director of Long Range Planning, pointed out that the Regional Active Transportation Plan will encompass all 13 counties and the region's two largest cities. It was also noted that Somerset County has the "Walk, Bike, Hike Somerset County Plan," and Union and Passaic counties have bicycle master plans.

Sutapa Bandyopadhyay, FHWA, announced that the US Department of Transportation recently established a Thriving Communities Initiative to provide technical assistance to local governments who intend to apply for all competitive grants available through IIJA. Further information on funding resources related to the IIJA is available at the [NJTPA Funding Resources/Updates](#) web page.

I) Time and Place of Next Meeting

Chair Bartlett announced that the next virtual meeting of the NJTPA will be held on Monday, September 12, 2022, at 10:30 a.m.

J) Adjournment

At 11:53 a.m., the motion to adjourn was made by Ocean County, seconded by Middlesex County and carried unanimously.

NORTH JERSEY TRANSPORTATION PLANNING AUTHORITY, INC.
Meeting of the Board of Trustees
Attendance Record: July 11, 2022

Subregion/Agency	Voting Members/Alternates	Staff & Others
Bergen County	Peter Botsolas	Chris Helms
Essex County	David Antonio	Dr. Jobi Odeneye
Hudson County	Byron Nicholas	Tom Malavasi
Hunterdon County	Hon. Susan Soloway Carrie Fellows	Kris Melchers
Jersey City		Elias Guseman Mike Manzella
Middlesex County	Hon. Charles Kenny Doug Greenfeld	Mike Dannemiller
Monmouth County		Joseph Ettore David Schmetterer
Morris County	John Hayes	Dede Murray
Newark		Trevor Howard
Ocean County	Hon. John Kelly John Ernst	Mark Jehnke
Passaic County	Hon. John Bartlett	Sal Presti
Somerset County	Hon. Sara Sooy	Ken Wedeen Jessica Paolini
Sussex County	Hon. Chris Carney Tom Drabic	
Union County		Liza Betz
Warren County	Hon. Jason Sarnoski Dave Dech	Ryan Conklin
Office of the Governor	Dorian Smith	Jeffry Nielsen
NJDOT	Mike Russo	Andy Swords Janice Doyle
NJ TRANSIT	Jeremy Colangelo-Bryan	Lou Millan Alan Kearns Adam DiSarro
PANYNJ	Jay Shuffield	Tod Goldman Amanda Valdes Charles Liou Tanja Grzeskowitz
Citizen's Representative	Jared Rodriguez	Charles Burton

Other Attendees	
Nick Geale	American Trucking Associations
Tom Visee	Arup
Jeff Short	ATRI
Emmanuelle Morgen	Bike Hudson County
Ryan Williams	Bike Jersey City
Katharine Kirk	Camsys
Niele Weissman	Complete George
Jack Kanarek	Dewberry
Kristen Scudder	DVRPC
Jeevanjot Singh	FHWA
Jennifer Costa	GoElizabethNJ
Bob Werkmeister	GPI
Ted Del Guercio, III	McManimon, Scotland & Baumann, LLC
Alison Felix	Metropolitan Area Planning Council
Deb Kagan	New Jersey Bike & Walk Coalition
Layla Fryc	New Jersey Turnpike Authority
Leslie Fordjour	New York Metropolitan Transportation Council
Various members of Central Staff	NJTPA
Michael Fesen	Norfolk Southern
John McCreavy	SMS Rail Lines
Rickie Clark	U.S. Department of Transportation
Todd Fontanella	Western Connecticut Council of Governments
Ayla Schermer	
Elizabeth Langmaid	
G. Clifton	
Michael Wilson	
Mike Crockford	
Renu Chhonkar	
Ronald Klempner	
Stephen Dunn	
Syd Chan	
Zach Werkmeister	

**DRAFT RESOLUTION: MINOR AMENDMENT TO THE FY 2022 – 2025
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 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 City of Bayonne has requested the addition of the Bayonne Commuter Ferry Pier and Dock Improvements (DB# N1904) project to the FY2022 – 2025 TIP; 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 does not impact the current conformity determination; and

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

WHEREAS, the FY 2022 TIP conforms to the MAP-21/FAST Act and Infrastructure Investment and Jobs Act performance-based planning requirements; and

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

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

Approved July 11, 2022

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 and the Federal Transit Administration.

**DRAFT RESOLUTION: MINOR AMENDMENT TO THE FY 2022 – 2025
TRANSPORTATION IMPROVEMENT PROGRAM TO
ADD TWENTY-NINE PROJECTS AS REQUESTED BY
THE NEW JERSEY DEPARTMENT OF
TRANSPORTATION**

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 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 or when federal funds above a specified threshold are added to a project, and a new air quality conformity determination is not required, this constitutes a minor amendment; and

WHEREAS, the New Jersey Department of Transportation has requested the addition of twenty-nine projects with federal funds to bring the FY 2022 - 2025 TIP into alignment with the proposed FY 2023 Transportation Capital Program; and

WHEREAS, the Infrastructure Investment and Jobs Act provides the resources for these projects; and

WHEREAS, these minor amendments are exempt from an air quality conformity determination or were modeled in the conformity analysis that was performed in 2021 for the - FY 2022 – 2025 TIP 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 TIP conforms to the MAP-21/FAST Act and Infrastructure Investment and Jobs Act performance-based planning requirements; and

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

Approved July 11, 2022

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 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 FEDERAL FUNDS TO THE PAVEMENT
PRESERVATION PROGRAM AS REQUESTED BY THE
NEW JERSEY DEPARTMENT OF TRANSPORTATION**

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 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 or unobligated prior year balances is added to the TIP or when federal funds above a specified threshold are added to a project, and a new air quality conformity determination is not required, this constitutes a minor amendment; and

WHEREAS, the New Jersey Department of Transportation has requested the addition of federal funds to the Pavement Preservation program (DB# X51B) for projects in the NJTPA region; and

WHEREAS, this minor amendment is exempt from an air quality conformity determination and does not impact the current conformity determination; and

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

WHEREAS, the FY 2022 -2025 TIP conforms to the MAP-21/FAST Act and Infrastructure Investment and Jobs Act performance-based planning requirements; and

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

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

Approved July 11, 2022

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 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, 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 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 or when federal funds above a specified threshold are added to a project, and a new air quality conformity determination is not required, this constitutes a minor amendment; and

WHEREAS, the New Jersey Department of Transportation has requested the addition of federal funds to the *Route 4, Hackensack River Bridge (DB# 02346)* in Bergen County, *Route 202/206, over Branch of Peter's Brook, Culvert Replacement at MP 27.96 project (DB# 11363)* in Somerset County and *Route 15, Bridge over Paulins Kill (DB# 09319)* in Sussex County; and

WHEREAS, the Infrastructure Investment and Jobs Act provides the resources for this project; 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 TIP conforms to the MAP-21/FAST Act and Infrastructure Investment and Jobs Act performance-based planning requirements; and

Approved July 11, 2022

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

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

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