



## ANGEL ESTRADA, CHAIR

### MINUTES

January 22, 2018

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#### A. Open Public Meetings Act Compliance

Chairman Peter Palmer, Freeholder, Somerset 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 Palmer led the Board of Trustees in the Pledge of Allegiance.

#### C. Roll Call

Following the salute to the flag, Beverly Morris called the roll. Nineteen voting members were present. (Attachment 1).

#### D. Approval of Minutes

A motion to approve the minutes of the November 13 meeting was made by Union County, seconded by Morris County and carried unanimously.

#### E. Chairman's Remarks

Chairman Palmer reminded everyone that he did not seek another term as Freeholder, bringing his 55-year career as an elected official and his nearly 20-year membership on the NJTPA Board to an end. He said he is proud that the NJTPA has played a key role in planning the region's transportation system – funding projects, ensuring that the transportation network is in a state of good repair, and serving as a forum for regional discussion of all critical issues. The Chairman

said one of the things he is most proud of is that, in an era of hyper-partisanship, the NJTPA has a long-standing tradition of working in a bipartisan or even nonpartisan way.

The Chairman said there is no higher priority for northern New Jersey than improving and expanding trans-Hudson travel capacity. He said residents and businesses in the NJTPA region benefit from the proximity to New York, but decades of underinvestment in trans-Hudson infrastructure have threatened this access. He said the rail tunnels under the Hudson were already more than a hundred years old when Superstorm Sandy inundated them with salt water, leading to more corrosion and faster deterioration, which put an already-insufficient system at much greater risk of failure. The Chairman said that, despite contrary words from Washington, the trans-Hudson tunnel is not a “local project” but rather a project of national significance.

Chairman Palmer thanked the employees at NJ TRANSIT and the Port Authority of New York & New Jersey (PANYNJ) who manage daily to move tens of thousands of riders across the river, especially given the condition of the trans-Hudson commuting system. He said they need intelligent investment in the transit network, including replacing the Portal Bridge and finding a solution for a new Port Authority Bus Terminal.

The Chairman said New York Penn Station is the lynchpin in the trans-Hudson rail system and deserves more emphasis now. The problems of overcrowding, delays and dysfunction there need to be solved in a way that serves passengers from New Jersey as well as the travelers on Amtrak. He said improving Penn Station is not exclusively a New York project, and New Jersey must fight for an equal voice in planning for the station’s renovation, a project that cannot be subservient to the immediate interests of New York politics and real estate moguls. Chairman Palmer said it is heartening to see the New Jersey delegation in Congress speaking with a unified voice on this issue, and it is vital that the President and members of Congress from other states hear this message and act on it.

Chairman Palmer said freight is a much greater part of the regional transportation conversation than it used to be, and he would like to think he played at least a small part in making that happen, particularly through the NJTPA’s Freight Initiatives Committee (FIC), which he founded in 2002. He said the logistics industry continues to grow nationwide, and northern New Jersey, always a leader in goods movement, now sees billions of dollars in freight-related economic activity.

The Chairman said he is proud of many of the projects that came to fruition in Somerset County during his time with the NJTPA and the County. They include the pedestrian bridge over Route 22 that connects Immaculata High School in Somerville with the Bridgewater Commons and the Route 206 Bypass project that will improve mobility in that congested corridor. The County also worked with the State and NJTPA to create a true interchange at Route 22 and Chimney Rock Road, which has spurred economic development in that area. Chairman Palmer said Somerset County has also done a great job putting federal funds to work on locally led projects, and he is proud of the work the County’s planning and engineering staff has done through the NJTPA’s Local Safety and Local Concept Development programs, including intersection improvements, a bridge replacement and more. He said that, over the life of these local programs, the NJTPA has funded 131 projects totaling more than \$164 million.

Chairman Palmer encouraged the trustees to keep up the good work and to continue to use the long-range transportation plan to set a vision for the future. He acknowledged that fellow Board members will push for the projects that are important to their counties, as they should, but he urged all to never lose sight of the major regional issues they must address together. He wished all of his colleagues on the Board the best of luck, and encouraged the new administration in Trenton to see the NJTPA for what it is: a truly bipartisan body of elected officials and agency heads working closely together with a common goal in mind – to improve transportation across all modes so that everyone who lives, works and travels in the region can thrive.

The Chairman said he is confident that the future is in good hands, with a new Chair and Executive Committee, and he acknowledged the vital contributions of NJTPA Executive Director, Mary K. Murphy, Central Staff, and the county staffers who constitute the Regional Transportation Advisory Committee (RTAC). He thanked all for their commitment to the NJTPA and its work.

Chairman Palmer asked Gary Brune, New Jersey Department of Transportation, to send his regards to Commissioner Diane Gutierrez-Scaccetti. Lou Venech, PANYNJ, thanked the Chairman for his leadership. Jamie LeFrak, Citizens Representative, said the Chairman has been a leading light to all. Adam Sternbach, Governor’s Authorities Unit, thanked him for his service.

#### **F. Executive Director’s Report**

Ms. Murphy thanked Chairman Palmer for his kind words about the work of the NJTPA and particularly the role of Central Staff. She said he has been a trusted, guiding hand over many years. She joined with the Chairman in wishing the new Governor and administration well and offered the NJTPA’s commitment to ongoing, close cooperation with NJDOT, NJ TRANSIT, PANYNJ, and the Governor’s Office, and thanked Mr. Sternbach for participating via telephone that day. Ms. Murphy congratulated Somerset County Freeholder Mark Caliguire on being named the County’s Trustee on the NJTPA Board.

Ms. Murphy said the draft Fiscal Year (FY) 2019 Unified Planning Work Program (UPWP) was posted to the NJTPA website. She said the program is an ambitious agenda of products, projects and tasks, touching every corner of the region, with many opportunities for Board member involvement and leadership. The work program follows up on many of the priorities and initiatives of the past year, in particular, implementing elements of *Plan 2045: Connecting North Jersey*, the long-range plan that was adopted in November.

Ms. Murphy noted that the NJTPA’s Plan 2045 outreach was recognized at the recent national Transportation Research Board annual meeting in Washington, DC. The NJTPA was one of five organizations – and the only Metropolitan Planning Organization – selected for this recognition in the “Communicating with John and Jane Q. Public” competition. She thanked staff at Rutgers Voorhees Transportation Center and the NJTPA, the consultants from FHI, and subregional staff for all the great work they did. Ms. Murphy said that during the Plan 2045 public engagement process the outreach team heard much about the need for expanded, reliable and convenient travel options beyond road and rail to include integrating walking and biking into daily travel.

She said that, while this Complete Streets approach has long been part of the NJTPA's work, it was included as a central part of Plan 2045 and will drive much of the work program, including subregional studies, planning for emerging centers and more.

Ms. Murphy said that, in implementing Plan 2045, the NJTPA will continue to emphasize Together North Jersey's (TNJ's) goals of creating a more competitive, efficient, livable and resilient region. Also the NJTPA will continue to deliver important capital investments for safety as well bolster the highly successful Street Smart NJ pedestrian education campaign, with the help of the subregions and Transportation Management Associations (TMAs).

Ms. Murphy said the numerous other new and continuing efforts in the FY 2019 work program include further development of performance measures, updated freight forecasts for the region, new concept development studies to help address aging bridges and other infrastructure, and refining the PRIME application, which is used to catalog and map study findings and ready them for entry into the project pipeline for development.

Ms. Murphy urged the Trustees to review the FY 2019 UPWP, which will be considered for endorsement by the Planning and Economic Development Committee in February and Board adoption in March. She said staff will distribute an initial overview of comments on February 1, and subsequent comments can be discussed at the February committee meeting.

Ms. Murphy reported that the audit conducted on the FY 2017 UPWP found that the NJTPA met all requirements, according to the Independent Auditors Report. The Trustees were provided with copies of the audit report, Central Staff highlights, the Plan 2045 Executive Summary and the latest issue of *InTransition* magazine, which focuses on complete streets.

## **G. Committee Reports/Action Items**

### **Project Prioritization – Freeholder Angel Estrada, Chairman**

Freeholder Estrada reported that the Committee considered five action items since the last Board meeting, three of which were on the day's agenda for action. First, at the December joint meeting, the Committee considered the Local Safety and High Risk Rural Roads Programs for FYs 2017 and 2018. He said the Committee recommended approval of 12 Local Safety projects totaling nearly \$47 million and one High Risk Rural Roads project totaling almost \$3 million. One Local Safety Program application will undergo further analysis through Concept Development and will return to the program for capital funding in a later round. All of the projects were screened and recommended by an interagency technical review committee. Freeholder Estrada said he was pleased to see a project in his own county of Union on the list – the East Front Street and 7<sup>th</sup> Street project in the City of Plainfield, where five intersections will undergo a variety of upgrades to make travel safer for pedestrians and drivers alike

Freeholder Estrada said the Committee also recommended approval of a minor amendment to the current TIP to add federal funds for the ongoing Bridge Maintenance Fender Replacement Program, which replaces bridge fenders and pier protection systems that are in poor or critical condition. The fenders protect bridge supports from being struck by ships. He said NJDOT has

requested that \$43 million for the program be added to the TIP to fund two contracts for seven projects in Bergen, Essex and Hudson counties.

Freeholder Estrada reported also that the Committee met again on January 17<sup>th</sup> for a special teleconference to consider NJDOT's request for a minor amendment to the Transportation Improvement Program (TIP) to add approximately \$16 million in funding for the Route 280, Route 21 Interchange Improvements Project in Newark and Harrison. This includes \$12.2 million from repurposed earmarks and \$3.9 million in National Highway Performance Program funds from prior year de-obligated balances. The project could not be fully authorized in FY 2017 as was planned, and therefore it must be amended into the FY 2018 TIP and State Transportation Improvement Program so that scheduled construction can advance. There is no change in the project scope or the Financial Plan. The Committee recommended approval of the minor amendment.

Freeholder Estrada noted that, also at the December joint meeting, the Committee approved the federally required annual update of the Financial Plan for the Route 72, Manahawkin Bay Bridges Project in Ocean County. The Board approved the initial financial plan for this project in 2012, and the Committee has approved annual updates. This latest update reflects a \$10 million budget increase to \$311.5 million, due to change orders and additional scouring countermeasures in Contract 3. Board action is not required for financial plan updates.

Freeholder Estrada said the Committee also considered a modification to the FY 2018-2021 TIP to add funds to the Rumson Road Bridge over the Shrewsbury River. He said Monmouth County requested the modification because the project design phase of work could not be authorized in 2017, as originally programmed. \$7.9 million in state funds for the project needs to be reprogrammed into FY 2018 so that the project can continue to advance. The Committee approved the modification, and no further action was needed.

Freeholder Estrada said that, also at the meeting, members of Central Staff informed the Committee that the Project Prioritization Criteria Update project is being finalized, and upon Board approval in May, the refined criteria will be used to score applications to the FY 2020 Local Concept Development program. The solicitation of applications for that program will be issued in June.

Freeholder Estrada noted that during the December meeting, Freeholder Carl Lazzaro, Sussex County, asked a question about the replacement criteria for guardrails. Mr. Brune said the Federal Highway Administration (FHWA) has upgraded standards for guardrails, and NJDOT assesses them according to the new standards whenever implementing a roadway project. He said this is being implemented on a project-by-project basis for now, pending a more programmatic approach. He noted that there are over 100 miles of old guardrails in place throughout the state.

**Action Item 1: FY 2017-2018 Local Safety and High Risk Rural Roads (Attachment 2)**

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

**Action Item 2: Minor Amendment to the FY 2018-2021 Transportation Improvement Program to Add Federal Funds for the Bridge Maintenance Fender Replacement Program as Requested by NJDOT (Attachment 3)**

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

**Action Item 3: Minor Amendment to the FY 2018-2021 Transportation Improvement Program to Add the Route 280, Route 21 Interchange Improvements Project as Requested by NJDOT (Attachment 4)**

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

**Planning and Economic Development – Freeholder Matthew Holt, Chairman**

Freeholder Holt reported that, at the December meeting, Central Staff updated the Committee on the development of the FY 2019 UPWP, which sets out the planning activities for Central Staff, the subregions, and the TMAs for the fiscal year beginning July 1. He said Central Staff has prepared the program in response to Board and subregional guidance and planning priorities. The draft program, which is available for review on the NJTPA website, also reflects initial input from USDOT, NJDOT, and NJ TRANSIT. He said many new and continuing tasks in the UPWP focus on implementing *Plan 2045: Connecting North Jersey*, which the Board approved in November. The Freeholder urged Board and RTAC members to review the draft and provide input. He said this is their opportunity to shape how the NJTPA allocates its planning resources to address vital regional issues.

The Freeholder said that one key element of the work program is NJTPA’s continuing involvement and leadership in TNJ, and the Committee was updated on recent TNJ activities organized through the Competitive, Efficient, Livable and Efficient task forces. The NJTPA hosted the first in a series of TNJ workshops on Transit Hubs in December. Also, on January 17, the entire TNJ forum convened with a plenary session on repurposing underused or abandoned sites--from obsolete office parks, to brownfields, to declining strip malls. Two other workshops on repurposing sites are planned. The four task forces also met later in the day.

Freeholder Holt said that, while TNJ is taking on new issues and opportunities, it is also seeking to build upon past efforts, and this winter the consortium is awarding grants, on a competitive basis, to agencies, towns and organizations who previously worked on Local Demonstration Projects sponsored by NJ TRANSIT, Local Capacity Grants sponsored by the NJTPA and Rutgers Voorhees Transportation Center, and micro grants undertaken through various non-profit organizations. He said these “re-grants” will offer technical assistance for implementing previous recommendations, such as advancing a parklet, producing a greenway guide, designing complete streets measures and more. The deadline for re-grant applications was January 24.

The Freeholder said the Committee also heard a presentation on an innovative potential addition to the regional transportation system – a proposed gondola over the Bayonne Bridge. At the invitation of Board member County Executive Thomas DeGise, Hudson County, a representative of the Staten Island Economic Development Corp. described an engineering and feasibility study for a gondola system, similar to those successfully deployed in other cities and countries. He said it could be a cost-effective way to add capacity, potentially carrying up to 4,000 passengers per hour between Bayonne and Staten Island.

### **Freight Initiatives – Freeholder Kathy DeFillippo, Chairman**

Freeholder DeFillippo thanked Chairman Palmer for his leadership as Chairman of the Board and founder of the FIC. She also thanked Freeholder John Bartlett, Passaic County, for officiating at the meeting, during which the Committee heard two presentations that focused on emerging technologies that are reshaping supply chains.

The Freeholder said the committee was joined by Kurt Wedgwood, from IBM North America, who showed how trading partners establish online blockchains to document entire transactions in real time. He gave the example of tracking a shipment of fresh flowers purchased from growers in Africa, shipped to the United States and delivered to retailers. Such a transaction – from the digital contract, to purchase and payment, to insurance, shipment and delivery – can be tracked online through a blockchain, and the individual links of activity or “nodes” are visible to all parties to the transaction.

Freeholder DeFillippo said Glenn Stott, NJDOT, briefed the Committee on the Department’s use of drones for a variety of projects. Current NJDOT drone initiatives include traffic incident management, structural inspections, aerial 3-D corridor mapping, emergency response assessment, real-time construction project monitoring, landfill volume calculations, and 3-D reality modeling, which is useful for dredging projects. Mr. Stott showed how drones are capable of producing and transmitting high definition still and video photography. Other advantages include their ability to fly in confined spaces, their very low carbon footprint, and their minimal disruption of traffic.

The Freeholder said the Committee also learned from NJDOT that the New Jersey Comprehensive Statewide Freight Plan had been completed and approved by the FHWA. The plan is a requirement for receiving federal funding for freight projects. Also, NJDOT announced the pilot Local Freight Impact Fund, a program that will assist counties and municipalities in dealing with the impacts of freight industry activities on local transportation systems.

The Freeholder said the Committee heard from PANYNJ that a professional services contract to begin the Cross Harbor Freight Movement Tier II environmental review process will be awarded soon. She said PANYNJ is also working with New York and New Jersey agencies to bring about greater regulatory consistency for overweight and over-dimensional trucks.

Chairman Palmer noted that the world of logistics is “exploding” and block chain and digital currency will pose challenges to regulation and taxation. He encouraged others to visit the Port to see the immense scale of operations there.

## **H. Federal Policy Update – Freeholder Matthew Holt**

Freeholder Holt said that, based on past experience, the recent government shutdown will probably not have any immediate impact on the NJTPA, but it is critical that a solution is reached so that federally funded projects do not get delayed. He said top administration officials recently met with Senators from the Environment and Public Works Committee, and at that meeting, Transportation Secretary Elaine Chao and her staff indicated that any infrastructure package should emphasize four particular areas:

- Increased use of public-private partnerships for infrastructure projects;
- The use of block grant funding for projects in rural areas;
- An emphasis on new and emerging technologies such as autonomous vehicles; and
- Streamlining project delivery and reducing regulation.

The Freeholder said there has been increasing talk in Congress about the possibility of once again allowing earmarks in legislation, including any future transportation bills. A moratorium on the sometimes controversial practice has been in place since 2011. Proponents of reviving some sort of earmarks say it would give elected officials more direct control over how funds are invested and would increase overall support for infrastructure investment bills, but opponents warn against the return of “pork barrel” spending practices of the past.

Freeholder Holt said NJTPA staff will continue to monitor this and other developments related to the next federal infrastructure package.

## **I) Public Participation**

Fran Drew, Committee to Save the Glimmer Glass Bridge, advocated for the preservation of the bridge in Monmouth County. She said the bridge has cultural and historic significance, and the 20-foot width remains sufficient and calms traffic. John Drew, also of the Committee, added that studies show that widening the bridge would increase average speeds and pedestrian fatalities. He also said the Committee commissioned Childs Engineering Corp. to study the feasibility of a complete repair of bridge that would extend its operation for another 25 years or more. He said the study was reviewed by the Monmouth County engineer, and he has heard no objection. Mr. Drew proposed that the NJTPA authorize a complete repair of the bridge, and Chairman Palmer noted that there is no proposal before the board having to do with the Glimmer Glass Bridge at this time.

Freeholder Thomas Arnone, Monmouth County, said he appreciates Mr. and Mrs. Drew’s passion, and he agrees with some of comments, though not all. He said the bridge connects Brielle and Manasquan and supports the popular tourism industry there. The Freeholder said the bridge has to be rehabilitated or replaced eventually, and \$3.5 million will be spent to address damage to the timber pilings caused by the marine borer, a crustacean that eats wood. He said the project, which will undergo initial NJDOT and National Environmental Policy Act processes, will prevent a multi-year closure of the bridge.

Mr. Drew commended Freeholder Arnone, his colleagues, and the county engineer for their openness to consider the issue and work toward building understanding and achieving a good result.

Neille Weissman, Complete George, noted that in the 1920s, the original designs for the George Washington Bridge called for 16-foot wide pedestrian/bicycle paths, and he imagined that, today, the Bridge's original Chief Engineer, Othmar Ammann, would likely advise that the wider paths of his design be implemented.

## **J. Report of Nominating Committee**

Chairman Palmer said the Nominating Committee consisted of Freeholder John Kelly, Ocean County, County Executive DeGise and the Chairman himself. He said, after discussion and by unanimous decision, the Committee recommended the following slate of officers for the executive Committee of the NJTPA Board of Trustees for the 2018-2019 term:

Chairman..... Freeholder Angel Estrada, Union County  
 First Vice Chairman ..... Freeholder Matthew Holt, Hunterdon County  
 Second Vice Chairman ..... Freeholder John Bartlett, Passaic County  
 Secretary ..... Freeholder Joseph DiVincenzo, Essex County

There were no additional nominations, and the nominees accepted.

A motion to elect the slate of officers was made by Jersey City, seconded by Monmouth County and carried unanimously.

In accordance with the NJTPA bylaws, the new Chairman of the Board appoints the Third Vice Chair. As his first Act, Chairman Estrada appointed Freeholder DeFillippo as Third Vice Chair, and she accepted.

The Chairman said he is honored that the Board has entrusted him to lead the NJTPA. He recognized his colleague from the Union County Board of Chosen Freeholders, Freeholder Bette Jane Kowalski, and RTAC Chair Liza Betz, also of Union County. Noting that he is the first Latino Chairman of the NJTPA, the Chairman said only a country like the United States can recognize and understand what immigrants can bring to the table. He also said he is happy to see more women participating as well. He said he supports openness and providing information to people when they need it. Chairman Estrada said he looks forward to working with his fellow Trustees, the new administration in Trenton, and the residents of this great region to improve transportation and quality of life.

Freeholder Mark Caliguire, Somerset County, noted Freeholder Palmer's passion for transportation and said he has made a difference in many lives in the county and New Jersey, and he is proud to call him his colleague and friend.

Walter Lane, Somerset County, said it has been pleasure working with Freeholder Palmer, and he has always appreciated his leadership and guidance. He said the Freeholder has been a model for him to follow in his capacity as Director of the County's Planning Division.

Freeholder Holt said Freeholder Palmer's 55 years of service is something to be commended, and his impact will be felt for many years to come.

Chairman Estrada, and Ms. Murphy presented Freeholder Palmer with a commemorative plaque in recognition of his distinguished leadership and public service as Chairman. He also received a customized transportation-themed Monopoly board game, in keeping with one of his favorite quotations, "Transportation is the game board on which the entire economy is played" (attributed to former NJDOT Commissioner Jack Lettiere). She thanked him for always being available and for being out front on the transportation issues addressed by the NJTPA.

Freeholder Palmer said he really appreciated the opportunity to work with the NJTPA and is certain that the Board will continue to make progress. He thanked all for their help and support.

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

Chairman Estrada announced that the next meeting of the NJTPA will be held on Monday, March 12, 2018 at 10:00 a.m., at the NJTPA offices at One Newark Center, Newark, NJ.

**L) Adjournment**

The meeting was adjourned at 11:40 a.m.

## Attachment 1

**NORTH JERSEY TRANSPORTATION PLANNING AUTHORITY, INC.**  
**Meeting of the Board of Trustees**  
**Attendance Record: January 22, 2018**

<b>Subregion/Agency</b>	<b>Voting Members/Alternates</b>	<b>Staff &amp; Others</b>
Bergen County	Hon. James Tedesco Peter Botsolas	
Essex County	Hon. Joseph DeVincenzo Sanjeev Varghese	David Antonio
Hudson County	Megan Massey	
Hunterdon County	Hon. Matthew Holt	
Jersey City	Hon. Marcos Vigil	
Middlesex County	Hon. Charles Kenny	George Ververides Tony Gambilonghi
Monmouth County	Hon. Thomas Arnone	Joseph Ettore
Morris County	Hon. Kathy DeFillippo Gerald Rohsler	
Newark	Phillip Scott	Uzoma Anukwe John Palmieri
Ocean County	Hon. John Kelly	John Ernst
Passaic County	Hon. John Bartlett	Mike Lysicatos
Somerset County	Hon. Peter Palmer Walt Lane	Hon. Mark Caliguire
Sussex County	Hon. Carl Lazzaro Tom Drabic	
Union County	Hon. Angel Estrada Hon. Bette Jane Kowalski	Liza Betz
Warren County	Not represented	
Governor's Office	Adam Sternbach	
NJDOT	Gary Brune	Eric Powers
NJ TRANSIT	Jeremy Colangelo-Bryan	
Port Authority of NY & NJ	Lou Venech	
Citizen's Representative	Jamie LeFrak	Jared Rodriguez

<b>Other Attendees</b>	
Anna Aleynick	AECOM
Fran Drew	Committee to Save Glimmer Glass Bridge
John Drew	Committee to Save Glimmer Glass Bridge
Neile Weissman	Complete George
Jack Kanarek	Dewberry

Janet Keiser	Gannett Fleming
Bob Werkmeister	GPI
Tara Shepherd	HART TMA
Tanmina Malin	Louis Berger
Bakari Lee	McManimon, Scotland & Baumann, LLC
Ryan Adams	Michael Baker International
Frank Scarantino	Mott MacDonald
Vic Mottola	Stokes CG
Dan Callas	TransOptions
Various members of Central Staff	NJTPA

**DRAFT RESOLUTION: APPROVAL OF THE FY 2017-2018 LOCAL SAFETY AND HIGH RISK RURAL ROADS PROGRAMS**

**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 Local Safety and High Risk Rural Roads Programs provide federal Highway Safety Improvement Program (HSIP) funding for the construction of safety improvements on county and local roads; and

**WHEREAS**, the Local Safety Program (LSP) funds are used to address safety problems at locations with demonstrated safety needs and supportive crash data and proposed countermeasures that will result in specific safety improvements; and

**WHEREAS**, the High Risk Rural Roads Program (HRRRP) funds are used to address safety problems on segments of roadways that are functionally classified as a rural major or minor collector or as a rural local road and have a crash rate that exceeds the NJTPA region's average for those functional classes of roadways; and

**WHEREAS**, all fifteen member subregions received a solicitation notification on June 9, 2016 inviting them to submit applications for the FY 2017-2018 program; and

**WHEREAS**, fourteen applications were received and reviewed by a Technical Review Committee comprised of Central Staff and staff members from the New Jersey Department of Transportation's Local Aid Bureau of Transportation Data and Safety, Local Aid and Bureau of Environmental Programmatic Resources.

**WHEREAS**, the technical review committee recommends twelve applications for the LSP be included in the program to pursue construction authorizations in FY 2019 and 2020; and

**WHEREAS**, the technical review committee recommends one HRRR application to be included in the program and pursuing construction authorization FY 2020; and

**WHEREAS**, the technical review committee recommends one LSP application to advance through Concept Development for further analysis; and

**WHEREAS**, HSIP funding will once again be made available for design assistance, construction and construction inspection; 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; and

**NOW, THEREFORE, BE IT RESOLVED**, that the North Jersey Transportation Planning Authority hereby approves the FY 2017-2018 Local Safety Program and High Risk Rural Roads Program (see the attachment for a list of projects); and

**BE IT FURTHER RESOLVED** that a copy of this resolution is forwarded to the New Jersey Department of Transportation (NJDOT) for submission to the Federal Highway Administration (FHWA) and to the Subregions for both programs; and

**BE IT FURTHER RESOLVED**, that the NJTPA requests the NJDOT to seek FHWA authorization for the total amount of the funding, once the final documentation is provided by the Subregions for both programs.

**DRAFT RESOLUTION: APPROVAL OF A MINOR AMENDMENT TO THE  
FY 2018 – 2021 TRANSPORTATION IMPROVEMENT  
PROGRAM TO ADD FEDERAL FUNDS FOR THE BRIDGE  
MAINTENANCE FENDER REPLACEMENT PROGRAM  
AS REQUESTED BY NJDOT**

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

**WHEREAS**, the NJTPA formally adopted the FY 2018 – 2021 Transportation Improvement Program (TIP) on November 13, 2017; and

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

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

**WHEREAS**, according to the MOU the addition of federal funds above the specified threshold constitutes a minor amendment; and

**WHEREAS**, NJDOT is requesting the addition of federal National Highway Performance Program (NHPP) funds to the Bridge Maintenance Fender Replacement program (DB# 17357) for contracts in the NJTPA region; and

**WHEREAS**, fiscal constraint is being maintained according to the fiscal constraint charts; and

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

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

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

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

**NOW, THEREFORE, BE IT RESOLVED**, that the North Jersey Transportation Planning Authority hereby approves the specified amendment to the FY 2018 – 2021 Transportation Improvement Program.

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

**DRAFT RESOLUTION: APPROVAL OF A MINOR AMENDMENT TO THE  
FY 2018 – 2021 TRANSPORTATION IMPROVEMENT  
PROGRAM TO ADD THE ROUTE 280, ROUTE 21  
INTERCHANGE IMPROVEMENTS PROJECT AS  
REQUESTED BY NJDOT**

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

**WHEREAS**, the NJTPA formally adopted the FY 2018 – 2021 Transportation Improvement Program (TIP) on November 13, 2017; and

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

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

**WHEREAS**, according to the MOU the addition of a federally funded project not listed in the current TIP constitutes a minor amendment; and

**WHEREAS**, NJDOT is requesting that the Route 280, Route 21 Interchange Improvements project (DB# 00314) be added to the TIP and funded through federal National Highway Performance Program (NHPP) funds and repurposed DEMO funds; and

**WHEREAS**, fiscal constraint is being maintained according to the fiscal constraint charts; and

**WHEREAS**, the project was not able to be fully authorized in FY 2017; and

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

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

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

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

**NOW, THEREFORE, BE IT RESOLVED**, that the North Jersey Transportation Planning Authority hereby approves the specified amendment to the FY 2018 – 2021 Transportation Improvement Program.

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