



PETER PALMER, CHAIR

MINUTES

March 13, 2017

Chairman Peter Palmer, Freeholder, Somerset County recognized new Trustee Freeholder Charles Kenny, Middlesex County, and Board Alternate, Jersey City Deputy Mayor Marcos Vigil.

A. Open Public Meetings Act Compliance

Chairman Palmer 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. Seventeen voting members were present. (Attachment 1).

D. Approval of Minutes

A motion to approve the minutes of the January 9, 2017 meeting was made by Morris County, seconded by Union County and carried with 16 affirmative votes. Middlesex County abstained.

E. Presentation

Don Sebastian, Ph.D., Senior Vice President for Research and Development, New Jersey Institute of Transportation (NJIT), spoke about the New Jersey Innovation Institute (NJII), which he said is the evolution of NJIT's dedication to serving technology-based economic development, outside the campus boundaries. He said University programs under the leadership

of NJII serve the needs of important industrial sectors in New Jersey, including biotechnology and pharmaceutical production, civil infrastructure, defense and homeland security, financial services, and healthcare delivery systems. Dr. Sebastian said NJIT is home to the state's oldest and largest Enterprise Development Center, hosting 95 companies in residence. He highlighted the work NJII is doing in connection with "smart cities," a movement to take advantage of emerging technologies to make various aspects of city life more efficient. Dr. Sebastian played a video simulation of a trip through downtown Newark driven by a variety of smart devices and apps.

Freeholder Carl Lazzaro, Sussex County, said the scenario is missing the concepts of ethics and personal responsibility, and when everything is done for the individual, they become part of the system rather than control the system. Dr. Sebastian, said he does not agree that using the technology means giving up responsibility for everything to one's devices. He said it is about creating more content for more informed decisions, and using technology appropriately, as opposed to becoming a slave to it. Chairman Palmer thanked Dr. Sebastian for demonstrating some new ideas for Newark's future.

E. Chairman's Remarks

The Chairman noted that the Port Authority of New York & New Jersey (PANYNJ) Board of Commissioners has approved their Capital Plan, the agency's largest at approximately \$32 billion dollars. The plan includes \$2.7 billion for the Hudson River rail tunnels – the largest contribution to date of any stakeholder; \$3.5 billion to begin planning and construction for a new Port Authority Bus Terminal; \$1.7 billion for the extension of PATH to Newark Liberty International Airport; and funding for the completion of the Goethals and Bayonne Bridge projects. The Chairman said it is only a start, and the tunnels, bus terminal and the Gateway Project still need funding. He said, while the tunnel project is critical to preserving capacity, expanded capacity of the overall system cannot be accomplished without extensive improvements at Penn Station New York. He said New Jersey's congressional delegation continues to express strong commitment to the Gateway project on both sides of the aisle, and he thanked them for their support.

Chairman Palmer reported that President Trump is urging Congress to approve a \$1 trillion infrastructure package, financed largely with private investment. He said the Gateway Project – which includes redevelopment of Penn Station New York and possibly other Manhattan real estate – would be a transformational infrastructure project with strong potential for private investment.

The Chairman also spoke about the proposed funding exchange that involves NJTPA receiving state Transportation Trust Fund (TTF) dollars for local projects and NJ TRANSIT receiving federal dollars for preventative maintenance. The NJTPA has executed this exchange over the last four years, and will soon be asked to do it for the fifth and final year of the Memorandum of Understanding. He said, last year, the state funding was frozen due to Trenton's inability to come to an agreement on replenishing the TTF, leaving the NJTPA understandably hesitant to do the exchange again. Also, he said, there are unanswered questions about the Annual Transportation Capital Program Approval Committee, which was created in the 2016 TTF legislation. This four-

member committee must unanimously approve of the Transportation Capital Program (TCP) each year, or it cannot advance to the Legislature. That means the committee could potentially hold up the entire state-funded TCP – including any NJTPA local projects funded with TTF dollars – a possibility of great concern to the counties and cities on the Board.

Chairman Palmer noted that on March 9th, the Senate Budget and Appropriations Committee passed a bill that would make several changes to the process for administering the delivery of TTF projects. It would also amend certain aspects of the current TTF law. This would include making the Annual Capital Program Approval Committee subject to the advice and consent of the Senate and delaying implementation of the committee until FY 2019. He said the bill was scheduled for a floor vote of the Senate that afternoon and noted that the bill has no Assembly counterpart. The Chairman said, while this is a positive development, the resolution of the issue remains unclear, and he has been working with Central Staff, members of the Executive Committee and County Executive Thomas DeGise, Hudson County, to further examine the issue.

The Chairman said many Board members are hesitant to go forward with the funding exchange without a clear understanding of how the Approval Committee will work and the impact it could have on NJTPA local projects. A decision on the matter is likely needed by the May Board meeting.

Chairman Palmer said planning work conducted through the Together North Jersey (TNJ) 2.0 initiative is ongoing. The TNJ task forces met in January to discuss the next phases of that effort, and Plan 2045: Connecting North Jersey. He thanked NJTPA staff and Rutgers, as well as all the counties, municipalities, nonprofit and interest groups for their work in making sure the TNJ effort remains vibrant and vital.

Dave Kuhn, New Jersey Department of Transportation (NJDOT), clarified some elements of the bipartisan bill approved by the Senate Budget and Appropriations Committee. He said it proposes to supplement the \$1.6 billion authorized TTF funding for FY 2017 with another \$400 million, bring the total FY 2017 transportation funding in the state to \$2 billion. Mr. Kuhn said, under the proposal, the supplemental funding will support NJDOT and NJ TRANSIT projects that are ready for authorization, and the share for local projects would be spread over the remaining seven years of the eight year TTF bill.

Mr. Kuhn also announced the retirement of Thomas A. Wospil, NJDOT Director of Capital Investment Planning & Development, at the end of March. He said Mr. Wospil has been a great resource to the Department during his 42 years there.

F. Executive Director's Report

NJTPA Executive Director Mary K. Murphy, thanked Dr. Sebastian for his presentation. She said that with the help of NJIT, Newark is putting technologies into action to enhance the city's competitiveness and its service to residents, visitors and businesses. Ms. Murphy also acknowledged the work Passaic County is doing with Rutgers University, the City College of New York and NJ TRANSIT on the Smart Accessible Transportation Hub project at the Paterson

Train Station. She said smart technology will play an important part in the NJTPA's long term regional transportation plan known as Plan 2045: Connecting North Jersey.

Ms. Murphy highlighted some recent Plan 2045 outreach activities. At the January conference of the New Jersey Chapter of the American Planning Association, the plan development outreach team rolled out the interactive survey that will be used at many outreach meetings, where participants use smart phones or tablets to enter answers and see the results in real-time. Central Staff also gave a presentation on Plan 2045 and conducted the survey at the recent New Jersey Walk & Bike Summit in Princeton. An online version of the survey is available at www.njtpa.org/plan2045. She urged all to share the link to the survey with their networks. Central Staff reached out to RTAC members to discuss locations and types of outreach events in each subregion. Ms. Murphy said approaches other than the usual public meeting format are being considered, such as outreach to existing county- or city-wide forums including fairs, farmers markets, or other events, with the aim of reaching a broader cross section of the public.

A number of innovative outreach activities are being coordinated by the Voorhees Center at Rutgers on the NJTPA's behalf. One involves recruiting young adults to host informal dinner parties with specially prepared cards to spark discussion of Plan 2045. Outreach events are also being held in cooperation with housing authorities and ESL classes to help reach all segments of the region's population.

Ms. Murphy said finalizing the Plan is a key element of the FY 2018 Unified Planning Work Program (UPWP), which guides the work of Central Staff, the subregions and the region's Transportation Management Associations (TMAs) and contains both continuing and new planning initiatives needed to meet federal mandates and improve mobility in the region. She noted that many of the wide range of planning and technical issues being addressed in the Plan relate to helping to implement the recommendations of the TNJ Plan to make the region more Competitive, Efficient, Livable and Resilient.

Ms. Murphy reported that the final report on the Street Smart NJ pedestrian safety education campaign activities and evaluations is complete and available online. She said the campaign is credited with helping achieve a 40 percent reduction in drivers failing to yield to pedestrians and a 28 percent reduction in pedestrians jaywalking or crossing against the signal. Ms. Murphy said the region's TMAs are gearing up for upcoming Street Smart efforts, and campaigns will target high traffic corridors involving multiple towns, notably Kennedy Boulevard in Hudson County and Bloomfield Avenue in Essex County. She welcomed suggestions on communities willing and able to launch a campaign.

Ms. Murphy reported that the NJTPA Local Capital Project Delivery Program is another successful element in the UPWP and called attention to posters placed around the meeting room highlighting six Local Concept Development studies that represent coordinated efforts by Central Staff and the subregions to explore and advance solutions to crucial mobility needs. She said the studies being proposed for funding focus on five bridges in need of repair or replacement in Bergen, Morris Ocean, Somerset and Hudson counties and a main street reconfiguration in Passaic County. Ms. Murphy noted that the studies allow subregions to take a direct hand in guiding project development and can lead to funding for eventual construction.

Ms. Murphy noted a number of informational materials that were provided to the Board at the meeting: an updated Board of Trustees Handbook, Central Staff Highlights, and a Save the Date flyer announcing an April 26th symposium on the transportation aspect of Smart City initiatives.

Chairman Palmer and Ms. Murphy presented Mr. Wospil with a plaque commemorating his close collaboration with the NJTPA Board, Central Staff and the subregions. Mr. Wospil said it has been his pleasure and honor to work through challenges and accomplishments with the MPOs, and he is pleased he is retiring at a time when a renewed TTF is in place with eight years of funding. He wished all well.

The Chairman recognized Stephen Dilts, former NJDOT Commissioner, and John Donnadio, Executive Director of the New Jersey Association of Counties.

G. Committee Reports/Action Items

Project Prioritization – Angel Estrada, Chairman

Freeholder Angel Estrada, Union County, congratulated Mr. Wospil on his long career in transportation and, thanked him for always coming ready to deliver, with facts.

Freeholder Estrada said that the Committee recommended approval of the following action items at the February Joint Committee meeting.

A set of minor amendments and modifications to ten PATH projects in the Fiscal Year 2016-2019 Transportation Improvement Program (TIP). The Freeholder said Mike Marino, General Manager of PATH provided an overview at the meeting of the extensive post-Sandy repair and resilience efforts for PATH. The TIP revisions were requested by the PANYNJ to use federal Disaster Recovery and Resilience Program Section 5324 funding. The package adds five projects and programs in Hudson and Essex counties, totaling about \$390 million in federal funds and more than \$43 million in PANYNJ matching funds. The repair and resilience efforts include measures to ensure facilities are well-prepared for future hurricanes or other disruptions. The package also includes modifications that will reprogram federal funds to FY 2017 for three projects. Two projects that will no longer use federal funds will be removed from the TIP.

Approval of a minor amendment to the FY 2016-2019 TIP to add the replacement of Bridge 3.08 on the Conrail P&H Line. Conrail requested that \$1.25 million in National Highway Freight Program funding, plus \$750,000 in Conrail funds be added to the TIP for the construction of this bridge, which runs along Route 1&9 in Newark.

Approval of studies for the Local Concept Development Phase of the Local Capital Project Delivery Program. Seven applications were received for proposed local concept development studies and staff from NJTPA and NJDOT reviewed the applications, conducted site visits and scored the projects. The Review Committee recommended four studies totaling a little more than \$1.5 million for the FY 2018 program and two totaling \$1.25 million for FY 2019.

The FY 2018 studies are as follows:

- Bergen County - the East Anderson Street Bridge over the Hackensack River in Hackensack and Teaneck;
- Morris County - the Martin Luther King Avenue Bridge over the Whippany River in Morristown;
- Ocean County - the Chadwick Beach Island Bridge over Barnegat Bay in Toms River; and
- Somerset County - the Picket Place Bridge over the South Branch of the Raritan River in Branchburg and Hillsborough.

The FY 2019 studies are as follows:

- In Hudson County - the Meadowlands Parkway Bridge in Secaucus, and
- In Passaic County – improvements along the Main Avenue Corridor in the City of Passaic.

Freeholder Estrada said the Review Committee also recommended approval of \$500,000 for a Monmouth County study when funding becomes available in a future program year – the Corlies Avenue Bridge over Deal Lake in Allenhurst and Ocean Township.

Approval of project scores for the FY 2018 Project Pool and authorization to enter into negotiations on the development of the State's Transportation Capital Program, which forms the basis of the TIP. The Project Pool is not fiscally constrained and includes all projects eligible for funding in the TIP. As federally required, Central Staff applied its project prioritization scoring system to the 36 new NJDOT projects. The scores were then subject to a challenge round by the subregions and will be considered in the negotiation of the Capital Program with NJDOT.

Approval of projects for the FY 2016 Safe Routes to School Program, which provides federal funding for construction of infrastructure that will enable and encourage children in grades K through 8 to walk or bike to school. There were 66 applications received for the NJTPA region, 37 of which were eligible. A review committee of NJTPA and NJDOT staff recommended the 11 top-scoring proposals, totaling a little more than \$4 million.

The Freeholder reported also that the Committee approved the 2016 financial plan update for the Route 72, Manahawkin Bay Bridges Project. Federal regulations require that financial plans be prepared and updated annually for projects with a total cost of \$100 to \$500 million dollars. This year's update reflects a welcome decrease in total project cost of nearly \$30 million, thanks to updated cost estimates and favorable construction bids. This allows funding to be reallocated to other projects in the region that are ready to advance. This did not require further action.

Freeholder Estrada reported that, also at the meeting, the Committee received a presentation highlighting a recent Federal Highway Administration (FHWA) workshop on road diets, which are becoming an important strategy for improving road safety around the region. More than 100 people attended the workshop. An example of a road diet is changing a four-lane roadway to two

lanes with a center left-turn lane to improve traffic flow. Road diets have been proven to reduce crashes by 19 to 47 percent. The presentation also covered roundabouts, which can be part of a road diet and is also proven to reduce crashes. The Freeholder pointed out that, in January, the Board approved six roundabout projects in Essex, Hunterdon, Monmouth, Morris, and Passaic counties and the City of Newark as part of a pilot program. He said the NJTPA and NJDOT are encouraging other subregions to explore their use in other appropriate locations.

Action Item 1: Approval of Minor Amendments and Modifications to Ten Projects in the FY 2016-2019 TIP as Requested by the Port Authority of New York & New Jersey to Use Disaster Recovery and Resilience Program Funding (Attachment 2)

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

Action Item 2: Approval of a Minor Amendment to the FY 2016-2019 TIP to Add the Replacement of Bridge 3.08 on Conrail Passaic & Harsimus (P&H) Line (Attachment 3)

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

Action Item 3: Approval of Studies for the Local Concept Development Phase of the Local Capital Project Delivery Program (Attachment 4)

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

Action Item 4: Approval of the Scores of Projects in the FY 2018 Project Pool and Authorization to Enter into Negotiations on the Development of the Transportation Capital Program (Attachment 5)

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

Action Item 5: Approval of Projects for FY 2016 Safe Routes to School Program (Attachment 6)

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

Planning and Economic Development – Freeholder Matthew Holt, Chairman

Chairman Palmer delivered the report on behalf of Freeholder Matthew Holt, Hunterdon County. He said the Committee considered one action item at the February Joint meeting – approval of the FY 2018 UPWP. He said drafts of the UPWP and budget were distributed to the Board and federal partners and have been presented extensively to the Committees. Based on feedback, edits were made to the draft, and much of the document has been streamlined to make the content more readable and accessible. Changes were made to improve management, scheduling and accountability of consultant contracts, and the salary budget line item was updated to reflect recently updated union contracts and other factors. He said a more recent change is to a Subregional Study in Hudson County. Following discussions with FHWA, NJDOT and NJTPA, the County worked with Central Staff to revise their study to examine safety concerns along JFK Boulevard. This resulted in changes to the scope and a cost increase. Chairman Palmer said, overall, the UPWP presents a cost effective approach to addressing the Board's needs and priorities for the next fiscal year.

The Chairman also reported that, at the meeting, Central Staff updated the Committee on the development of Plan 2045. Along with the outreach activities noted by Ms. Murphy, a consultant is assisting the NJTPA in preparing the Plan's financial element. Part of this effort is looking at potential ways to generate enough revenue to provide true long-term funding solutions. The Chairman said the consultant's research has led to a list of 11 potential revenue sources with criteria for assessing the viability of each. This was first discussed in January with members of RTAC and the staff of other partner agencies such as the New Jersey Turnpike Authority, the Highlands Council and members of the TNJ task forces. Chairman Palmer said that, during the discussion at the February Committee meeting, Board members commented that the plan should look at ways to reduce the cost of projects in addition to ways to raise revenue. It was also suggested that the economic benefits of infrastructure investments must be taken into account.

The Chairman said Plan 2045 will also update NJTPA's Regional Capital Investment Strategy, which provides policy direction on how transportation funds should be allocated among various types of investments. He noted this was previously discussed at the Board Retreat last April. The Chairman said another key component of Plan 2045 is scenario planning, and the NJTPA is creating several scenarios guided by continuing work with TNJ to make the region more Competitive, Efficient, Livable and Resilient. Chairman Palmer said that various financial, demographic, economic and technological factors are considered in the consultant's modeling process, along with input from the Board, RTAC and regional partners. The modeling will generate potential impacts on the regional transportation system, and findings from the exploratory scenarios will lead to development of a fiscally constrained and an aspirational scenarios for Plan 2045.

The Chairman said all these activities will be informed by region-wide outreach efforts, and he urged each Board member to play an active role in them.

Chairman Palmer reported that, at the meeting, staff provided updates on key planning work underway. In April, the NJTPA will issue a joint solicitation for two programs: Transportation

Clean Air Measures (TCAM) and Local Mobility Initiatives. Over the last two months the NJTPA has held three kick-off meetings for the Planning for Emerging Centers Program, which provides technical assistance to communities focusing on transit-supportive development. Work is currently being done in the Town of Boonton in Morris County, Freehold Borough in Monmouth County, and Green Brook Township in Somerset County.

Action Item 6: Approval of the FY 2018 UPWP (Attachment 7)

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

Freight Initiatives – Freeholder Kathy DeFillippo, Chairman

Freeholder Kathy DeFillippo, Morris County, said the Committee was joined by John Donnelly, the Director of Purchasing at Empire Merchants, New York State’s largest distributor of wine and spirits, handling over 9 million cases of wine and spirits annually. Mr. Donnelly told the Committee that wine and spirits has one of the largest volumes of commodities moving through the region’s port and he noted that the vast majority of wine and spirits moves by rail domestically and by container vessel internationally. Mr. Donnelly, who is also a member of the Council on Port Performance, noted the operational challenges of dealing with congestion at the port and the need for a chassis pool shared among freight operators—two issues that have been discussed often at Freight Initiatives Committee meetings.

Freeholder DeFillippo said the Committee also heard an update on the NJTPA study that will develop a Freight Concept Development Program to advance work through the project pipeline from the initial phase of investigating alternatives towards eventual construction. The Program will be modeled on the NJTPA’s successful Local Capital Project Delivery Program for bridge and roadway projects. She said two initial studies will be undertaken, both with an eye toward potential economic development. Morris County will examine realigning the Dover and Rockaway railway in Dover to reduce the numerous at-grade crossings, which disrupt traffic and present possible safety issues in the town. The second study is in Phillipsburg, where Warren County will look to address the vertical clearance constraint on the South Main Street Bridge to allow passage of larger freight rail cars that have become the new standard for freight rail. Both studies will allow existing rail customers to remain in place, expand their businesses, and attract new customers.

The Freeholder said, once the two studies are completed, guidelines and procedures for the Freight Concept Development Program will be created. The project team for the effort includes staff from NJTPA, NJDOT, NJ TRANSIT and Morris and Warren counties.

The Freeholder said the Committee also heard from Central Staff on the completed Inventory and Assessment of Waterborne Transportation Resources Project, the final report is available on the NJTPA website. This study provides information that will allow other public and private entities to explore and advance development plans along the region’s coastline, from Bergen to Ocean counties. The report contains profiles of opportunity sites with potential for new or expanded freight and passenger services. Freeholder DeFillippo said it is the culmination of

extensive data collection, field investigations and outreach to many public and private sector organizations.

Federal Policy Update – Freeholder Matthew Holt

David Behrend, Central Staff, reported that the federal Metropolitan Planning Organization (MPO) coordination rule became effective in January, but the U.S. Senate passed legislation that would repeal the rule, and a companion House bill is being considered by the Transportation & Infrastructure Committee. The rule calls on MPOs who share Urbanized Areas to merge or, at minimum, have common planning documents. He said the NJTPA and other organizations strongly opposed the rule because of potential detrimental effects on MPO planning activities.

Mr. Behrend reported that Freeholder Holt and members of Central Staff attended the National Conference of Regions, which was hosted by the National Association of Regional Councils (NARC). Freeholder Holt represents the New Jersey, New York, Pennsylvania and Delaware regions on the NARC Board. Attendees heard from NARC and other national organizations about the future of transportation policy at the federal level.

J) Public Participation

Neile Weissman, Complete George, reiterated his advocacy for widening the seven-foot bicycle/pedestrian paths along the George Washington Bridge during the restoration project there. He said properly widened paths would have economic and health benefits for the region's public.

K) Time and Place of Next Meeting

Chairman Palmer announced that the next meeting of the NJTPA will be held on Monday, May 8, 2017 at 10:00 a.m., at the NJTPA offices at One Newark Center, Newark, NJ.

L) Adjournment

At 11:30 a.m., motion to adjourn was made by Ocean County, seconded by Union County and carried unanimously.

NORTH JERSEY TRANSPORTATION PLANNING AUTHORITY, INC.
Meeting of the Board of Trustees
Attendance Record: March 13, 2017

Subregion/Agency	Voting Members/Alternates	Staff & Others
Bergen County	Peter Botsolas	
Essex County		David Antonio
Hudson County	Hon. Thomas DeGise Megan Massey	
Hunterdon County	Sue Dziamara	
Jersey City	Mr. Marcos Vigil	Barkha Patel
Middlesex County	Hon. Charles Kenny	Anthony Gambilonghi
Monmouth County	Teri O'Connor	Joseph Ettore
Morris County	Hon. Kathy Defillippo Gerald Rohsler	
Newark	Phillip Scott	Kimberly Singleton Uzoma Anukwe
Ocean County	Hon. John Kelly John Ernst	
Passaic County		Mike Lysicatos
Somerset County	Hon. Peter Palmer	
Sussex County	Hon. Carl Lazzaro Tom Drabic	
Union County	Hon. Angel Estrada	Liza Betz
Warren County	David Dech	
Governor's Office	Labinot Berlijolli	
NJDOT	David Kuhn	Thomas A. Wospil
NJ TRANSIT	Jeremy Colangelo-Bryan	
Port Authority of NY & NJ	Lou Venech	
Citizen's Representative	Not represented	

Other Attendees	
Jim Beattie	AECOM
Ali Vaezi	Dewberry
Gina Zamiskie	HNTB
John Donnadio	NJAC
Tom Pagani	WSP/PB
Lisa Santuro	SYSTRA

Cameron McManus	STANTEC
Cyrenthia Ward	FTA
Neil Freyman	Choose NJ
Tonmina Malik	Louis Berger
Denysse Nair	Louis Berger
Anna Aleynick	AECOM
Janet Keiser	Gannett Fleming
Jack Kanarek	Dewberry
Stephen Dilts	HNTB
Bill Colon	HDR
John Ciaffone	TransOptions
Dan Callas	TransOptions
Tara Shepherd	HART TMA
Various members of Central Staff	NJTPA

DRAFT RESOLUTION: APPROVAL OF MINOR AMENDMENTS AND MODIFICATIONS TO TEN PROJECTS IN THE FY 2016 – 2019 TRANSPORTATION IMPROVEMENT PROGRAM AS REQUESTED BY THE PORT AUTHORITY OF NEW YORK & NEW JERSEY TO USE DISASTER RECOVERY AND RESILIENCE PROGRAM FUNDING

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 2014 – 2017 Transportation Improvement Program (TIP) on September 8, 2015; 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 (STIP) and the NJTPA TIP; and

WHEREAS, the TIP may be revised any time; and

WHEREAS, according to the MOU the addition or deletion of a project to the TIP that does not require a new conformity determination constitutes a minor amendment; and

WHEREAS, the Port Authority of New York & New Jersey (PANYNJ) is recommending the addition of five projects in Hudson and Essex counties to use federal Disaster Recovery and Resilience Program Section 5324 funding: Priority Protective Measures with Potential Environmental Impact (DB# PA1411); Salt Mitigation (DB# PA1412); Equipment Purchases (DB# PA1421); Rehabilitation of Path Stations (DB# PA1711); and Repairs at Harrison Car Maintenance Facility (DB# PA1710); and

WHEREAS, PANYNJ is recommending the deletion of two projects in Hudson County which will no longer use Section 5324 funding: Signal Replacement Program (DB# PA1418) and Duct banks (DB# PA1414); and

WHEREAS, PANYNJ is recommending reprogramming Section 5324 funding for three projects in Hudson County: Substations (DB# PA1413); Track work Repairs and Restoration (DB# PA1419); and Vertical Transportation (DB# PA1415); and

WHEREAS, fiscal constraint is maintained due to the availability of federal funds through Section 5324 Disaster Recovery and Resilience Program ; 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, 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 2016 – 2019 Transportation Improvement Program.

BE IT FURTHER RESOLVED that a copy of this resolution is forwarded to the NJ TRANSIT for submission to the Federal Transit Administration.

**DRAFT RESOLUTION: APPROVAL OF A MINOR AMENDMENT TO THE
FY 2016 – 2019 TRANSPORTATION IMPROVEMENT
PROGRAM TO ADD THE REPLACEMENT OF BRIDGE
3.08 ON CONRAIL PASSAIC & HARSIMUS LINE**

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 2016 – 2019 Transportation Improvement Program (TIP) on September 8, 2015; and

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

WHEREAS, the TIP may be revised any time; and

WHEREAS, according to the MOU the addition of a new project to the TIP that does not require a new conformity determination constitutes a minor amendment; and

WHEREAS, Conrail is requesting the programming of federal National Highway Freight Program funds for the Replacement of Bridge 3.08 on Conrail Passaic & Harsimus Line, (DB# N1709); and

WHEREAS, fiscal constraint is being maintained because funds are specified for this project; 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 this action, and

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

NOW, THEREFORE, BE IT RESOLVED, that the North Jersey Transportation Planning Authority hereby approves the specified amendment to the FY 2016 – 2019 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 STUDIES FOR THE LOCAL CONCEPT DEVELOPMENT PHASE OF THE LOCAL CAPITAL PROJECT DELIVERY PROGRAM

WHEREAS, the North Jersey Transportation Planning Authority Inc. (NJTPA) is the Metropolitan Planning Organization (MPO) for the northern New Jersey region; and

WHEREAS, the Local Capital Project Delivery (LCPD) Program is a competitive program that provides funding to all 15 member subregions of the NJTPA for proposed transportation projects for eventual construction with federal and/or state funds; and

WHEREAS, this preparation involves completing the multi-step capital project delivery process developed by the New Jersey Department of Transportation (NJDOT); and

WHEREAS, all 15 subregions received a solicitation for the Local Concept Development (LCD) Phase of the LCPD Program in June 2016 inviting them to submit applications for the FY 2018 Program; and

WHEREAS, seven LCD applications were received and reviewed by a Technical Review Committee comprised of Central Staff, NJDOT Bureau of Environmental Program Resources and NJDOT Local Aid Offices ; and

WHEREAS, as noted in the attached list, the TRC recommends four studies for FY 2018, two studies for FY 2019 and one in a future program year for the LCD phase of the LCPD Program based on the established criteria and field visits; 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 studies for the Local Concept Development phase of the Local Concept Development Program to be funded for FY 2018.

BE IT FURTHER RESOLVED that copies of this resolution and the attached list of studies be forwarded to the subregions of the selected applicants and to the New Jersey Department of Transportation for submission to the Federal Highway Administration.

DRAFT RESOLUTION: APPROVAL OF THE SCORES OF PROJECTS IN THE FY 2018 PROJECT POOL AND AUTHORIZATION TO ENTER INTO NEGOTIATIONS ON THE DEVELOPMENT OF THE TRANSPORTATION CAPITAL 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 is the MPO responsible for updating the Transportation Improvement Program (TIP) for the northern New Jersey region as required by 23 CFR 450 and CFR 613 B; and

WHEREAS, Federal regulations require that the TIP include a prioritized list of projects; and

WHEREAS, the NJTPA uses project prioritization criteria in developing a prioritized list of projects as input for the TIP; and

WHEREAS, the criteria are based on performance standards and a scoring system that categorizes projects according to the degree to which they satisfy the NJTPA's goals as stated in the Regional Transportation Plan; and

WHEREAS, of the 343 projects and programs in the FY 2018 Project Pool, Central Staff scored the new 36 New Jersey Department of Transportation (NJDOT) projects which were then subject to a challenge round by the subregions; and

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

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

NOW, THEREFORE, BE IT RESOLVED that the North Jersey Transportation Planning Authority hereby approves the attached scores of the projects in the FY 2016 Project Pool.

BE IT FURTHER RESOLVED the North Jersey Transportation Planning Authority authorizes Central Staff to enter into negotiations with the subregions, the New Jersey Department of Transportation and NJ TRANSIT on the development of the Transportation Capital Program.

BE IT FURTHER RESOLVED that a copy of this resolution is forwarded to the New Jersey Department of Transportation and NJ TRANSIT.

**DRAFT RESOLUTION: APPROVAL OF PROJECTS FOR THE
2016 SAFE ROUTES TO SCHOOL 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, current federal legislation allows for eligible applicants to apply for federal funding for construction of community based “non-traditional” projects designed to strengthen the cultural, aesthetic, and environmental aspects of the nation’s intermodal system funded through a set-aside of the Federal-aid Highway Program; and

WHEREAS, eligible activities for these funds include those formerly funded through the federal Safe Routes to School (SRTS) program, which the State of New Jersey opted to continue; and

WHEREAS, the SRTS Program provides an opportunity for eligible applicants to apply for federal funding for the construction of infrastructure that will enable and encourage all children grades K-8 to walk and bicycle to school safely; and

WHEREAS, the New Jersey Department of Transportation (NJDOT) sent out solicitation notifications in March 2016 inviting eligible applicants to submit for the SRTS program; and

WHEREAS, the NJDOT received 66 applications in the NJTPA region, 37 of which were eligible to be scored; and

WHEREAS, a Technical Review Committee comprised of NJTPA Central Staff, the NJDOT Division of Local Aid, Division of Traffic Engineering and Safety and the Bureau of Environmental Program Resources reviewed the applications; and

WHEREAS, within the NJTPA region, the NJDOT has agreed to fund the top-scoring SRTS projects with a funding total of \$4.079 million; and

WHEREAS, the recommended projects address the goals of the SRTS program as defined; 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 Safe Routes to School 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 FY 2018 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 2018 UPWP (July 1, 2018 to June 30, 2018) 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 2018 UPWP is fully consistent with the U.S. Department of Transportation Metropolitan Planning Regulations (23 CFR part 450) which became effective February 14, 2007, as well as the Fixing America's Surface Transportation Act; and

WHEREAS, any FY 2018 Compensation Plan and salary parameters will be subject to the 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 2018 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.