



PETER PALMER, CHAIR

MINUTES

July 11, 2017

Chairman Peter Palmer, Freeholder, Somerset County, welcomed Lisa LeBoeuf, new Board alternate from the Governor's Authorities Unit.

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 May 8, 2017 meeting was made by Union County, seconded by Ocean County and carried with 16 affirmative votes. Middlesex County abstained.

E. Chairman's Remarks

Chairman Palmer thanked and congratulated NJ TRANSIT for the relatively smooth operation of the trans-Hudson transit system during the first two days of the Amtrak infrastructure repairs at New York Penn Station, which started on July 10. He noted that the NJTPA is working with NJ TRANSIT and the state's Transportation Management Associations (TMAs) to help commuters get to New York City. The Chairman recommended using the NJ Rideshare website and considering alternate options such as telecommuting or using different transit services.

Chairman Palmer said the Hudson Tunnel project and repairs to Penn Station are important components of a series of improvements to the Northeast Corridor that are needed to achieve a world-class transportation system that serves the economic interests of the Northeast, the Mid-Atlantic states and the nation, all of which depend on reliable access to the heart of Manhattan. He reminded the Board of his favorite quote by former Transportation Commissioner Jack Lettiere – “Transportation is the game board upon which our entire economy is played.”

Chairman Palmer said, along with the Hudson Tunnel Project, the region needs the full \$24 billion Gateway program, which includes an expanded Penn Station in New York City to accommodate more trains; the Bergen Loop in Secaucus to greatly expand the one-seat ride to New York; and other improvements such as replacing the ancient Portal Bridge. He noted the urgency to get moving on these projects, as delay adds to cost. He also reiterated the need for more one-seat ride service on the Raritan Valley Line.

The Chairman said it is unfortunate that the current administration in Washington has been sending mixed signals about the future of the Gateway program. He noted that the U.S. Department of Transportation just announced that it was stepping off the Gateway Development Corporation, citing its standard practices regarding local transportation projects. This follows a budget proposal that would put an end to the Federal Transit Authority New Starts program, a primary funding source for Gateway, while offering no specific plan for another funding source. Nevertheless, he said there have been reassurances from the Governor and others that the current administration will fund the project, and it was good to hear U.S. Transportation Department Secretary Elaine Chao recently say that the project is “an absolute priority.”

The Chairman said the Hudson Tunnel Project draft Environmental Impact Statement (EIS) had been released, and there will be three public hearings for it: August 1 in New York City, August 3 in Secaucus, and August 10 in Union City. He encouraged all to participate.

Chairman Palmer noted that more people in the region travel by bus to Manhattan each day than by train, highlighting the importance of the fact that the Port Authority of New York & New Jersey (PANYNJ) is moving forward with a Request for Proposals for a consultant to conduct the EIS process for the replacement of the existing Port Authority Bus Terminal.

The Chairman encouraged Board members to think about some of the proposals for the region’s transit infrastructure that are pushing the envelope, such as the idea of relocating Madison Square Garden to open up the subterranean maze of tracks in Penn Station, or the Rethink NYC proposal that envisions Secaucus having an expanded role as a regional rail hub. He said these ideas may not be perfect and likely will not happen exactly as they are envisioned, but they are important food for thought, and they encourage thinking big when it comes to the region’s infrastructure.

Chairman Palmer asked for comments from the New Jersey Department of Transportation (NJDOT) and NJ TRANSIT. Lou Millan, NJ TRANSIT, commented that the agency appreciated the Chairman’s kind words and goodwill regarding the service plan that it is operating during Amtrak’s summer track repairs, and he said they are hopeful that things will continue to run smoothly.

F. Presentation

Michael Kerwin, President and CEO, Somerset County Business Partnership, outlined the County's efforts to develop its Comprehensive Economic Development Strategy (CEDS) and incorporate it into its Master Plan. The CEDS development was a public/private partnership that included County government and various chambers of commerce. Mr. Kerwin recognized John Maddocks, Somerset County's Director of Economic Development/Workforce, who worked directly with the Business Partnership.

Mr. Kerwin explained that, in a strategic response to the impacts of the 2008 Great Recession, the Business Partnership collaborated with the County to use federal funding through Together North Jersey (TNJ) to develop a CEDS that is consistent with the State Strategic Plan and the NJTPA Regional Transportation Plan (RTP) and is compliant with the requirements of Somerset County's municipalities. He noted that Hunterdon County worked with the partnership on workforce development through Raritan Valley Community College. Through the partnership's efforts, Somerset County was able to revive a formerly "stranded" office complex at Bridgewater, which is now used by Nestle as a research facility. Also, he said statistics indicate that Somerset County's employment growth rate is now higher than the state average.

Walter Lane, Director of Planning, Somerset County Planning Division, said the effort also involved working with 21 municipalities and private sector partners and non-profits to develop a clear map of where investment should occur on both the economic development side and the amenities/preservation side. He said through NJTPA and TNJ grants, several planning studies were conducted. He said the CEDS provides data to the municipalities to facilitate informed decision-making about their future, and he emphasized that recommendations that were included in the Master Plan were consensus driven by the towns and not dictated by the County. He said the towns were positive about the CEDS and the effort has received state recognition and awards.

G. Executive Director's Report

NJTPA Executive Director Mary K. Murphy thanked Chairman Palmer, Mr. Lane, and the Neshanic Valley Golf Course for hosting the meeting. She said taking the Board meetings on the road reminds all of the region's vast diversity, which makes it such a great place to live and work.

Ms. Murphy reported that, after a long delay, the NJTPA received the state's Transportation Capital Program (TCP) three weeks prior. She said the overall Fiscal Year (FY) 2018 TCP includes more than \$2.8 billion for the region – with about \$1.7 billion allocated for road and bridge projects and \$1.2 billion for transit. Ms. Murphy noted that aid to counties and municipalities almost doubles this fiscal year to \$214 million, and the TCP allocates approximately \$29.5 billion for the region over the next ten years.

Ms. Murphy said the delay in receiving the TCP means the NJTPA will not be able to meet the September 30 deadline for approval of the updated RTP and the Transportation Improvement Program (TIP), because several weeks will be needed to incorporate projects from the TCP into the TIP and RTP, to complete the required air quality conformity analysis, and to hold a formal 30-day public comment period on all these documents. Board approval of the TIP, RTP and Conformity Determination will now take place at the November meeting, and special meetings of the Project Prioritization Committee (PPC), may be required before then. On June 28 Central

Staff provided the subregions with reports comparing projects and programs in the current TIP with those in the FY 2018 state TCP, and their feedback was requested.

Ms. Murphy noted that members of Central Staff have already begun discussions with NJDOT regarding line items in the TCP that underfunded the TMA program and the proposed Congestion Mitigation and Air Quality (CMAQ) program. She said the subregions had been asked for any other comments on these reports to be submitted the week of July 10 to allow Central Staff to move ahead with resolving any issues regarding project funding and timing prior to compiling the TIP and finalizing the RTP.

Ms. Murphy said that TCP approved by the Legislature included the exchange of federal Surface Transportation Program funding for state Transportation Trust Fund (TTF) dollars, totaling \$70 million in funding for local projects. She recalled that the Board has approved this exchange in recent years as part of a memorandum of understanding (MOU) between NJDOT and the state's three Metropolitan Planning Organizations. Ms. Murphy said authorizing the exchange for this fiscal year has been debated, and this is the last of five years covered by the MOU and included in the TCP. The 2018 funding exchange will be submitted to the PPC for approval in August 2017, when the Committee will also be asked to decide if this should be the final year of the exchange program.

Ms. Murphy noted that the Legislature's recent budget approval put on hold for one year the Annual Transportation Capital Program Approval Committee that was created in the TTF renewal legislation. She recalled that this committee would have approval power over state-funded capital projects and was a major concern of the Board last year.

Ms. Murphy reported that the public outreach for the RTP, also known as Plan 2045, was concluded in June. She said this effort included many innovations based on work with the Voorhees Transportation Center (VTC) at Rutgers University, and it was the most successful and far-reaching NJTPA outreach effort ever. She thanked all the Board members, subregional staff and the consultants at Fitzgerald Halliday who participated in the effort. Ms. Murphy highlighted some of the activities:

- An online survey was created and promoted through social media, the NJTPA website and printed bookmarks and business cards.
- Social media advertising reached hundreds of thousands of people across the region, significantly increasing awareness about the NJTPA and Plan 2045 and also generating numerous comments, likes, and shares of our posts.
- The outreach team conducted 23 interactive outreach events where people could take the survey via smart phone, tablet or paper. These included pop-up community events; traditional public meetings; workshops; and professional conferences.
- Concurrently, Rutgers VTC helped the team to conduct specialized outreach to targeted populations, which included dinner parties for young adults, where they discussed transportation and related topics; outreach at ESL classes throughout the region; and meetings with low-income residents in Newark and Paterson. Also the team set up a special "NJTPA On-Air" booth where approximately 250 children and young teens recorded their ideas about the future of transportation.

Ms. Murphy said that, through these various outreach events, the team gathered in-person insight from more than 2,500 people, and this valuable input is informing the finalization of Plan 2045 as the financial element of the plan and other chapters are finalized. She said many valuable lessons learned during this outreach can be applied to all future work. An online tool for cataloging and sharing the research and insights gained while working with Rutgers VTC would be available shortly.

Ms. Murphy reported that the NJTPA Street Smart pedestrian safety campaign continues to grow. A press event in Surf City on Long Beach Island was held in June to kick off the summer campaign along the Jersey Shore, and Ocean County Freeholder John Kelly participated. She said it was a successful event that gained high profile press coverage on radio and TV, including the NBC affiliate serving Philadelphia and much of South Jersey, including Ocean County. Also at the event, there was a presentation by Joel Feldman about his daughter Casey, who was struck and killed by a distracted driver while legally crossing the street in a crosswalk at the Jersey Shore – a personal and heart-wrenching example of why the NJTPA is undertaking this campaign.

Ms. Murphy said, with the beginning of the new fiscal year on July 1, a number of new planning efforts were getting underway, such as the new Morris Canal Greenway Corridor Study and a new examination of Bicycle and Pedestrian Access to Transit Stations being led by NJ TRANSIT. Several new subregional studies are also commencing.

Ms. Murphy noted that the NJTPA continues its work with the TNJ effort. Through the TNJ Training Institute, many NJTPA subregions and organizations from around the region participated in a workshop on Funding, Foundations & Grant Writing in June. On July 14, a second workshop on creative placemaking would be held at the NJTPA, with downtown Newark as a case study.

H. Committee Reports/Action Items

Project Prioritization – Freeholder Angel Estrada, Chair

Freeholder Angel Estrada, Union County, thanked Chairman Palmer for hosting the meeting at the Neshanic Valley Golf Course. He noted that, while driving there along many county roads, he understood why county engineers in urban areas have concerns about using linear mileage to determine funding amounts to the counties for paving roads. He said it is an important topic for discussion.

Freeholder Estrada reported that the Project Prioritization Committee (PPC) considered seven action items since the last Board meeting, six of which were on the day's agenda:

- Approval of a minor amendment to the Fiscal Year (FY) 2016-2019 Transportation Improvement Program, to add approximately \$103 million in federal Section 5324 funds to New Jersey Transit's System Repairs / Restoration Program. This is the fourth allocation of emergency relief funds designated in 2016 in response to the extensive damage caused by Superstorm Sandy.
- Approval of minor amendments to the TIP to add federal funds to the following state-funded projects:

- \$7.35 million in Congestion Management Air Quality, or C-MAQ, funds in FY 2017 for an Intelligent Transportation Systems project on Route 1 from Plainfield Avenue to Green Street in Middlesex County;
 - \$1.6 million in National Highway Performance Program funds in FY 2017 for construction of the Route 181, Espanog Road to Prospect Point Road project in Morris County; and
 - \$19.6 million in National Highway Performance Program funds in FY 2017 and 2018 for construction of the Route 206 Bypass in Somerset County.
- Approval of two minor amendments to the current TIP to add the Schooleys Mountain Bridge Rehabilitation project in Morris County and the Johnston Avenue Road Improvements project in Jersey City. Both projects are ready for construction authorization. Funding was made available through the 2016 Consolidated Appropriations Act.
 - Approval of a minor TIP amendment to add the Port Jersey Second Lead Track Project, which is funded through a \$6.72 million federal FASTLANE grant and \$4.48 million in Port Authority matching funds. The project involves construction of a second track along the Port Jersey Rail Division of New York New Jersey Rail, which operates the Cross Harbor barge between Jersey City and Brooklyn, as well as local rail switching services on Port Authority property in Jersey City. The project also involves improvements to rail car float infrastructure at the 65th Street yard in Brooklyn.
 - Approval of minor amendments and modifications to eight projects and programs in the current TIP to use Disaster Recovery and Resilience Program funding on the PATH rail system. The amendments add two projects in Hudson County in FY 2017: the Harrison Car Maintenance Facility Automatic Flood Barrier, to be funded with \$6.6 million in federal funds and \$738,000 in Port Authority funds and Concrete Sea Wall East of the Harrison Car Maintenance Facility, to be funded with \$8.8 million in federal Section 5324 funds and \$978,000 in Port Authority funds. The modifications include reprogramming funding among six programs in Hudson and Essex counties that mitigate damage caused by Superstorm Sandy. These programs will use approximately \$448 million in federal funds, with nearly \$50 million in matching Port Authority funds. These programs will fund work at PATH stations in Hoboken, Exchange Place, Newport and Grove Street stations, including salt mitigation and improvements to electrical substations, elevators and escalators damaged by Sandy, as well as work to increase resilience against future severe weather events. Several additional significant improvements will be made to the Harrison Car Maintenance Facility, including work on approach tracks, rehabilitation of roadway and parking lot pavement, sign replacements and drainage repairs.
 - Approval of more than \$19.4 million for 27 projects in 11 counties under the 2016 Regional Transportation Alternatives Program. This program provides federal funds for community based “non-traditional” projects designed to strengthen the cultural, aesthetic, and environmental aspects of the nation’s intermodal system.

Freeholder Estrada said the PPC also approved one item that does not require further action – a modification to the TIP to add \$59 million in federal National Highway Performance Program

funds and \$12 million in Surface Transportation Program funds to the NJDOT Bridge Preventive Maintenance Program line item. The modification will allow six maintenance contracts to proceed. The funds were made available from projects that were not able to advance in FY 2017.

Freeholder Estrada said the PPC heard a presentation on the Project Prioritization Criteria Update project. The criteria are used to score and rank proposed projects for funding through the TIP. Regional Transportation Advisory Committee (RTAC) members used online decision support software to provide input about changes to the criteria and their weights. So far, local highway and bridge and transit criteria have been finalized, and staff is looking to complete the full criteria update this fall.

The Freeholder further noted the NJTPA had received the TCP from the state, and the delay in receiving the program means that the NJTPA will be behind schedule to get the TIP, Plan 2045 and the Conformity Determination approved. He noted that PPC members will need to make themselves available as needed to keep this process moving and get the approvals as soon as reasonably possible.

Action Item 1: Minor Amendment to the FY 2016 – 2019 Transportation Improvement Program to Add Federal Funds to NJ TRANSIT’s System Repairs/Restoration Program (Attachment 2)

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

Action Item 2: Three Minor Amendments to the FY 2016 – 2019 Transportation Improvement Program and the Route 206 Bypass (Somerset County) as requested by NJDOT to Add Federal Funds to Projects on Route 1 (Middlesex County), Route 181 (Morris County) (Attachment 3)

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

Action Item 3: Two Minor Amendments to the FY 2016 – 2019 Transportation Improvement Program to Add the Schooleys Mountain Bridge Rehabilitation (Morris County) and Johnston Avenue Road Improvements (Jersey City) (Attachment 4)

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

Action Item 4: Minor Amendment to the FY 2016 – 2019 Transportation Improvement Program as Requested by the Port Authority of New York & New Jersey to add the Port Jersey Second Lead Track Project (Attachment 5)

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

Action Item 5: Minor Amendments and Modifications to Eight Projects in the FY 2016 - 2019 Transportation Improvement Program as Requested by the Port Authority of New York & New Jersey to Use Disaster Relief and Resilience Program Funding (Attachment 6)

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

Action Item 6: Approval of Projects for the 2016 Transportation Alternatives Program (Attachment 7)

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

Planning and Economic Development – Freeholder Matthew Holt, Chair

Chairman Palmer delivered the Planning and Economic Development Committee (PEDC) report on behalf of Hunterdon County Freeholder Matthew Holt. He said that, at the joint meeting, Central Staff provided the PEDC with a progress report on Plan 2045. He noted that the late arrival of the state’s TCP means plan adoption will be delayed to allow time for the air quality conformity determination and other work. He said outreach for the plan was successfully concluded in early June, with the NJTPA reaching thousands of people throughout the region.

Chairman Palmer said Central Staff updated the PEDC on the development of the federally required financial element of Plan 2045, which estimates funding needs and resources than can be reasonably anticipated. It draws on the results of computer modeling, which estimated the impacts of various “game changers”—such as rising sea level, emerging technologies and growing interest in walkable, transit-oriented communities – on the region and its transportation system. One product of this effort is an updated Regional Capital Investment Strategy (RCIS) that will guide the NJTPA’s future decision making. It will describe the Board-preferred investment mix, along with principles and guidelines for planning and implementing those investments over the life of the RTP. Among other guidelines, it calls for keeping “fix it first” – directing most funding to maintaining existing infrastructure in a state of good repair.

Chairman Palmer said the RCIS examines three possible funding scenarios – limited, reasonably expected, and aspirational. Each affects how well the region can meet the needs of a growing population and cope with aging and heavily used infrastructure. The reasonably expected scenario will chart a moderate course in which repairing the system will be balanced with strategic expansions, including a new Hudson River rail tunnel and adoption of new transportation technologies.

The Chairman said Central Staff also updated the PEDC on the NJTPA PRIME system, which serves as a searchable library of recommendations from planning studies that are conducted by the NJTPA, the subregions and partner agencies. The system was beta tested in June and will be open for data input, searching and reporting in July. Central staff also highlighted the training activities and workshops offered through the Together North Jersey Institute. They included the Funding, Foundations and Grant Writing workshop held at the Bloustein School in New Brunswick in June and a well-attended workshop on creative placemaking in May. Also, a series

of creative placemaking workshops will continue in July at the NJTPA. Participants will tour the streets of downtown Newark, conducting a “crowd mapping” exercise to explore strategies for creative placemaking in the area.

Chairman Palmer left the meeting, turning it over to Freeholder Estrada.

Freight Initiatives – Freeholder Kathy DeFillippo, Chair

Morris County Freeholder Kathy DeFillippo thanked Passaic County Freeholder John Bartlett for chairing the June meeting in her absence. She said that, at the meeting, the Freight Initiatives Committee (FIC) was briefed on the development of the New Jersey State Freight Plan by WSP’s Jennifer Grenier, the project manager working with NJDOT. The meeting and presentation were also simultaneously made available via WebEx to enable NYMTC, Lehigh Valley Planning Commission, and freight stakeholders throughout the region to participate. The NJTPA is a member of the Plan’s Freight Advisory Committee, along with several agencies involved in the state’s goods movement system.

Freeholder DeFillippo said the plan will document the state’s existing freight system and identify significant freight trends and implications. New Jersey’s freight plan, following Federal Highway Administration guidance, looks at current and near-term challenges and potential strategies to address them. The Freeholder said Ms. Grenier explained that each state must have a federally approved freight plan in place by December 4, 2017 in order to continue to receive federal funding for freight related projects. Under the FAST Act of 2015, New Jersey is set to receive \$159 million from the National Freight Program and a portion of the \$4.5 billion available through a national discretionary freight grant program. She said funding for freight will enable New Jersey to strengthen its economic competitiveness by improving its complex multi-modal network, which includes rail, highway, air cargo, pipeline, and maritime activity by both the public and private sectors.

Freeholder DeFillippo said that, using extensive data from a variety of sources, the study team performed a commodity flow analysis and has developed freight movement forecasts through the year 2045. Also, findings from the study indicate that New Jersey’s interstate highways provide generally reliable travel times for trucks, according to federal standards; but, the same cannot be said for non-interstate roadways used by trucks, which showed extensive congestion and travel time delays for trucks.

Freeholder DeFillippo said the study has produced a draft list of highway problem area projects, and the list was provided to all the state’s counties for their review. Multimodal, rail and other project lists are being developed by NJDOT and the consultant team.

The Freeholder also said the FIC heard good news from the Port Authority. The Bayonne Bridge “raise the roadway” project has been certified by the U.S Coast Guard for its 215-foot air draft for large ships to travel under. Neo-Panamax vessels carrying more than 10,000 containers began using the improved air draft to call at the terminals at Port Newark/Elizabeth in June. The first vessels carrying 13,000-14,000 containers are expected to come through in September, and there will be a ceremony. Also, the first of two new spans on the Goethals Bridge had been opened, and the old bridge was closed.

I) Public Participation

There were no comments from the public.

J) Time and Place of Next Meeting

Freeholder Estrada announced the next meeting of the NJTPA will be held on Monday, September 11, 2017 at 10:00 a.m., at the NJTPA offices at One Newark Center, Newark, NJ.

K) Adjournment

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

NORTH JERSEY TRANSPORTATION PLANNING AUTHORITY, INC.
Meeting of the Board of Trustees
Attendance Record: July 11, 2017

| Subregion/Agency | Voting Members/Alternates | Staff & Others |
|---------------------------|---|---|
| Bergen County | Peter Botsolas | |
| Essex County | Sanjeev Varghese | David Antonio |
| Hudson County | Megan Massey | |
| Hunterdon County | Sue Dziamara | |
| Jersey City | | Barkha Patel |
| Middlesex County | Hon. Charles Kenny | George Ververides Tony Gambilonghi |
| Monmouth County | Teri O'Connor | Joseph Ettore |
| Morris County | Hon. Kathy DeFillippo Gerald Rohsler | |
| Newark | | Kimberly Singleton Uzoma Anukwe |
| Ocean County | Hon. John P. Kelly | John Ernst |
| Passaic County | Not represented | |
| Somerset County | Hon. Peter Palmer Walt Lane | Ken Wedeen Andras Holtzmann John Maddocks |
| Sussex County | Tom Drabic | |
| Union County | Hon. Angel Estrada | Liza Betz |
| Warren County | David Dech | |
| Governor's Office | Lisa LeBoeuf | |
| NJDOT | Eric Powers | Michael Russo |
| NJ TRANSIT | Lou Millan | |
| Port Authority of NY & NJ | Lou Venech | |
| Citizen's Representative | Kostas Svarnas | |

| Other Attendees | |
|------------------------|------------------------------------|
| Jim Beattie | AECOM |
| Jack Kanarek | Dewberry |
| Bob Werkmeister | GPI |
| Tara Shepherd | HART TMA |
| Tanmina Malik | Louis Berger |
| Leslie London | McManimon, Scotland & Baumann, LLC |
| Frank Scarantino | Mott MacDonald |
| Donna Allison | RideWise TMA |

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| Michael Kerwin | Somerset County Business Partnership |
| Vic Mottola | Stokes & Co. |
| Dan Callas | TransOptions |
| John Ciaffone | TransOptions |
| Various members of Central Staff | NJTPA |

**DRAFT RESOLUTION: APPROVAL OF A MINOR AMENDMENT TO THE
FY 2016 – 2019 TRANSPORTATION IMPROVEMENT
PROGRAM TO ADD FEDERAL FUNDS TO NJ TRANSIT'S
SYSTEM REPAIRS/RESTORATION 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 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 federal funds above a specified threshold constitutes a minor amendment; and

WHEREAS, NJ TRANSIT is requesting the addition of Section 5324 federal funds to the NJ TRANSIT System Repairs/Restoration program (DB# T906) for repairs needed from damage incurred during Superstorm Sandy; and

WHEREAS, fiscal constraint is being maintained because the Section 5324 funds are available for this purpose as part of the fourth allocation of Public Transportation Emergency Relief Funds in Response to Hurricane Sandy; 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 2016 – 2019 Transportation Improvement Program.

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

DRAFT RESOLUTION: APPROVAL OF THREE MINOR AMENDMENTS TO THE FY 2016 – 2019 TRANSPORTATION IMPROVEMENT PROGRAM TO ADD FEDERAL FUNDS TO PROJECTS ON ROUTE 1 (MIDDLESEX COUNTY), ROUTE 181 (MORRIS COUNTY) AND THE ROUTE 206 BYPASS (SOMERSET COUNTY) 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 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 federal funds to a project where none have been programmed previously constitutes a minor amendment; and

WHEREAS, NJDOT is requesting the addition of federal Congestion Mitigation and Air Quality and National Highway Performance Program funds to projects that can be authorized immediately; and

WHEREAS, *Route 1, CR 529 (Plainfield Ave) to Green St (CR 604), ATS, C#2* (DB# 17606) in Middlesex County will utilize available CMAQ funding in the amount of \$7.35 million; and

WHEREAS, *Route 181, Espanog Rd to Prospect Point Rd* (DB# 15378) in Morris County will utilize NHPP funds in the amount of \$1.6 million; and

WHEREAS, *Route 206 Bypass, Mountain View Rd to Old Somerville Rd (Sections 14A & 15A) Contract B* (DB# 779) in Somerset County will utilize NHPP funds in the amount \$56 million; and

WHEREAS, fiscal constraint is being maintained and funds are available; 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 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 TWO MINOR AMENDMENTS TO THE
FY 2016 – 2019 TRANSPORTATION IMPROVEMENT
PROGRAM TO ADD THE SCHOOLEYS MOUNTAIN
BRIDGE REHABILITATION (MORRIS COUNTY) AND
JOHNSTON AVENUE ROAD IMPROVEMENTS (JERSEY
CITY)**

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, Morris County is requesting the addition of federal funds to Schooleys Mountain Bridge Rehabilitation project in Washington Township (DB# N1707); and

WHEREAS, Jersey City is requesting the addition of federal funds to Johnston Avenue Road Improvements project (DB# N1704) and

WHEREAS, fiscal constraint is being maintained because funds derive from the Consolidated Appropriations Act of FY 2016 resources (congressionally designated earmarks from DEMO ID# NJ120, NJ142, NJ171 and NJ201 for DB# N1707 and NJ171, NJ221 and NJ227 for DB# N1704); 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 A MINOR AMENDMENT TO THE
FY 2016 – 2019 TRANSPORTATION IMPROVEMENT
PROGRAM AS REQUESTED BY THE PORT AUTHORITY
OF NEW YORK & NEW JERSEY TO ADD THE PORT
JERSEY SECOND LEAD TRACK PROJECT**

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 with federal funds constitutes a minor amendment; and

WHEREAS, the Port Authority of New York & New Jersey (PANYNJ) is requesting the addition of a new project for the Port Jersey Second Lead Track project (DB# PA1727); and

WHEREAS, fiscal constraint is being maintained because the federal funds are available for this purpose as part of a FASTLANE grant award, which also includes improvements to the rail car float infrastructure at the 65th Street yard in Brooklyn, New York; 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 2016 – 2019 Transportation Improvement Program.

BE IT FURTHER RESOLVED that a copy of this resolution is forwarded to the Port Authority of New York & New Jersey for submission to the United States Department of Transportation.

DRAFT RESOLUTION: APPROVAL OF MINOR AMENDMENTS AND MODIFICATIONS TO EIGHT 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 two projects in Hudson County to use federal Disaster Recovery and Resilience Program Section 5324 funding: Harrison Car Maintenance Facility Automatic Flood Barrier (DB# PA1423), and Concrete Sea Wall East of Harrison Car Maintenance Facility (DB# PA1424); and

WHEREAS, PANYNJ is recommending reprogramming Section 5324 funding for six projects in Hudson County: Priority Protective Measures (DB# PA1411), Salt Mitigation (DB# PA1412), Substations (DB# PA1413), Vertical Transportation (DB# PA1415), Repairs at Harrison Car Maintenance Facility (DB# PA1710), and Rehabilitation of Path Stations (DB# PA1711); 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 Port Authority of New York & New Jersey for submission to the Federal Transit Administration.

**DRAFT RESOLUTION: APPROVAL OF PROJECTS FOR THE 2016
TRANSPORTATION ALTERNATIVES
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 Transportation Alternatives Program (TAP) was established by Congress in 2012 under the Moving Ahead for Progress in the 21st Century Act (MAP-21) and is funded through a set-aside of the Federal-aid Highway Program; and

WHEREAS, eligible activities for TAP funding include those formerly funded through the federal Safe Routes to School (SRTS) program, which had its specific set-aside eliminated under MAP-21, and the State of New Jersey opted to continue its SRTS program with TAP funding; and

WHEREAS, TAP provides an opportunity for eligible applicants to apply for federal funding for the construction of community based “non-traditional” projects designed to strengthen the cultural, aesthetic, and environmental aspects of the nation’s intermodal system; and

WHEREAS, the New Jersey Department of Transportation (NJDOT) conducted a separate solicitation and award for the SRTS Program; and

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

WHEREAS, the NJDOT received 77 eligible applications in the NJTPA region; 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 non-SRTS TAP projects with a funding total of \$19.460 million; and

WHEREAS, the recommended projects address the goals of the 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 Transportation Alternatives 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.