



ANGEL G. ESTRADA, CHAIR

Board Meeting Minutes

January 14, 2019

Chairman Angel Estrada, Union County Freeholder, welcomed new NJTPA Board members: Somerset County Freeholder Director Brian Levine and Alternate Board members Byron Nicholas, Hudson County, and Barbara Vogel, Hunterdon County.

A. Open Public Meetings Act Compliance

Chairman Estrada 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 Estrada 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 November 19, 2018 meeting was made by Somerset County, seconded by Monmouth County and carried with 13 affirmative votes. Hudson, Hunterdon, Middlesex and Morris counties abstained.

E. Chairman's Remarks

Chairman Estrada said the NJTPA received preliminary feedback from the Federal Highway and Transit administrations about the recent three-day, on-site certification review of the NJTPA planning process. He said the comments indicate that the NJTPA is doing an excellent job and does not face any major issues regarding continued certification as the region's metropolitan

planning organization (MPO). He noted there is very positive feedback on planning work in several areas, including performance-based planning, public engagement, freight planning, and coordination with neighboring MPOs, among others.

The Chairman highlighted some interstate and interagency collaboration in 2018. In December, the NJTPA hosted the annual meeting of the Metropolitan Area Planning (MAP) Forum, which included representatives from MPOs in New Jersey, New York, Connecticut, and Pennsylvania, who shared information on sustainable communities planning, as well as important issues that cross MPO and state boundaries. The NJTPA worked with the New Jersey Innovation Institute and WTS to hold the Innovation Summit on Emerging Technologies last summer at NJIT, where the Commissioner of New Jersey Department of Transportation (NJDOT) was the featured speaker. In August, the NJTPA hosted the two-day Northern Air Quality and Transportation Summit on behalf of U.S. Department of Transportation and U.S. Environmental Protection Agency. Transportation planners and others from throughout the Northeast and Mid-Atlantic attended.

Chairman Estrada said the NJTPA continues to promote alternate fuel vehicles (AFV) and offers a guidebook for municipalities interested in accommodating more of them. He commended Somerset County for their commitment to electrifying their fleet and for their use of NJTPA AFV guidance materials.

The Chairman said 2018 saw Central Staff and a consultant team conclude work on the Morris Canal Greenway Corridor Study, which was the first look at how to implement a regional public greenway along the former canal route from Phillipsburg to Jersey City. He said that, late last year, the State's Regional Transportation Alternatives Program projects approved \$11.1 million for four Morris Canal Greenway projects in Jersey City, Passaic County, Sussex County, and Warren County, and the NJTPA looks forward to seeing more projects on the greenway get funded and implemented. He noted that the NJTPA continues to make walking safer on the streets of communities across the region and other parts of the state through its ongoing Street Smart NJ pedestrian safety education campaign.

The Chairman recalled that, in November, the Board approved a new Public Engagement Plan that looks to improve how the NJTPA involves the public in the planning process. The plan includes a particular emphasis on reaching traditionally underserved populations, such as the region's low-income residents and those with limited English proficiency. The plan will inform the NJTPA's future public outreach and involvement efforts.

Chairman Estrada said that, taken together, last year's accomplishments make it clear that the NJTPA is working hard to improve the three key quality-of-life factors he decided to focus on when he became Chair—environment, economy, and equity. He said he looks forward to working together with the Board to accomplish even more in 2019.

Jeremy Colangelo-Bryan, NJ TRANSIT, said Governor Murphy signed legislation regarding NJ TRANSIT in December, and there will be particular roles for the NJTPA in terms of the agency's board of directors and northern passenger advisory activities. Mr. Colangelo-Bryan noted that Lou Venech, Port Authority of New York & New Jersey (PANYNJ), is retiring, and

he has enjoyed working with him over the past several years. Mr. Venech reported that the PANYNJ Board of Commissioners has approved a new budget that maintains the momentum of capital investment in the agency's facilities and its commitment to advance the Hudson Tunnel Gateway program with their regional partners.

The Chairman also thanked Mr. Venech for his for many years of service.

F. Executive Director's Report

NJTPA Executive Director Mary D. Ameen pointed out that the audio-visual system in the NJTPA conference room had recently been upgraded to meet the needs of the many visitors and meeting participants who use the room.

Ms. Ameen said the Fiscal Year 2020 Unified Planning Work Program (UPWP) is in development. The program guides the work of Central Staff, the subregions, and the Transportation Management Associations (TMAs). The draft program was presented at the December round of NJTPA committee meetings and posted online. She said one important element of the FY 2020 program is early work on the update of the Regional Transportation Plan, to be completed in fall 2021, and includes early public engagement activities and financial analysis. It will be the first plan to fully incorporate federally required performance measures and targets.

Ms. Ameen urged all to review the draft UPWP, which will be presented to the Planning and Economic Development Committee in February and to the Board for approval in March. She noted that the federally mandated single audit of the FY 2018 UPWP was completed last quarter, and the Independent Auditors Report to the Board was being distributed. She said there were no findings or questioned costs, which means the NJTPA is fulfilling all requirements and accountability standards in its use of federal funding.

Ms. Ameen spoke of some Central Staff activities since the last Board meeting. Following several Street Smart NJ pedestrian safety education campaigns last fall, staff has been working with the TMAs to prepare new campaigns for spring. In December, staff also met with representatives of the state Division of Highway Traffic Safety to better integrate Street Smart into that agency's pedestrian safety grants to local police departments. They will also look at ways to integrate FHWA's Safe Transportation for Every Pedestrian (STEP) program into planning for Street Smart and other programs. Ms. Ameen noted that the NJTPA already implements many of the solutions encouraged by STEP through the Local Safety Program and will continue to grow that effort.

Ms. Ameen said kick-off meetings were held in two municipalities participating in the Planning for Emerging Centers program. Raritan Borough, Somerset County, is developing a Sustainable Economic Development Plan and Keyport, Monmouth County, is implementing Complete Streets measures. The program is also supporting a Complete Streets project in Hoboken, Hudson County. She said the NJTPA continues to work with Sustainable Jersey and Rutgers on Complete Streets technical assistance in nine towns. Among other activities, Walkable

Community Workshops were held this past fall in Bernardsville, Somerset County, and Glen Rock, Bergen County.

Ms. Ameen said Together North Jersey (TNJ) continues to provide valuable technical assistance and support to counties and municipalities, including pilot projects to promote the development of transit hubs in Bloomfield, Passaic, and Dunellen using volunteers from the state chapter of the American Planning Association. She announced that the full TNJ Forum will convene at the NJTPA on January 31, with a plenary session featuring state agency speakers in the morning and Task Force meetings in the afternoon. On February 6, the NJTPA will host a TNJ Training Institute workshop on green storm water infrastructure.

Ms. Ameen noted that Central Staff is working with the subregions and NJDOT to prepare an updated Transportation Improvement Program, and a solicitation of proposals is underway for the Local Concept Development (LCD) program. In January, Staff members will be participate in and make presentations at the conference of the New Jersey Chapter of the American Planning Association.

G. Committee Reports/Action Items

Project Prioritization – Freeholder Kathryn A. DeFillippo, Chair

Freeholder DeFillippo said that, at the December joint meeting, the Committee recommended approval of three action items involving amendments to the current Transportation Improvement Program:

- NJDOT requested an amendment to program \$5.5 million in federal funds to the Route 4, Hackensack River Bridge Project in Bergen County for Preliminary Engineering in the current fiscal year. NJDOT will fund the Design phase of work in Fiscal Year 2021. The Committee recommended approval of this amendment.
- The Town of Kearney requested a minor amendment to add the construction-ready Kearny Riverbank Park Bike Trail Project in Hudson County to the TIP with \$1.8 million in State funding that is available through a funding agreement between the NJTPA and NJDOT. The Committee recommended approval of the amendment.
- On behalf of three counties, the NJTPA requested a set of amendments that will replace state funding with federal funding on three locally sponsored projects: a series of related improvements on County Route 537, State Route 33 Business, and Gravel Hill Road in Monmouth County; the Openaki Road Bridge project in Morris County; and the Fifth Avenue Bridge (also known as the Fair Lawn Avenue Bridge) project over the Passaic River in Bergen and Passaic counties. \$29.2 million in federal funds will be used for these projects in Federal Fiscal Years 2019 through 2021. The Committee recommended approval of this set of amendments.

The Freeholder said the Committee also approved three modifications to the current TIP, and no further action is required:

- Addition of \$12.5 million in federal funding to the statewide Pavement Preservation Program to advance several projects to construction in the current federal fiscal year. This modification also includes an additional \$15 million for the Route 24, Route 287 to Route 78 Pavement Preservation Project in various counties. These funds are available through the NJDOT Fiscal Constraint Bank.
- On behalf of Monmouth County, NJTPA requested that \$13 million in federal DEMO funding be reprogrammed to the Halls Mills Road Project in Fiscal Year 2019 due to increases in the estimated cost of construction.
- NJDOT requested an update in programmed funding for two projects whose cost estimates have increased. (1) the construction estimates for the Route 3/Route 46, Valley Road and Notch/Rifle Camp Road Interchange project in Passaic County have increased by \$8.7 million. National Highway Performance Program funds are available for this need. (2) the current construction estimate for the Route 287 Northbound, Route 202/206 to South Street project in Somerset and Morris counties has increased by \$7.8 million. Federal funds are available from the NJDOT Fiscal Constraint Bank to fully fund the project in the current federal fiscal year.

Freeholder DeFillippo said the Committee also approved the federally required annual update of the Financial Plan for the Route 3/Route 46, Valley Road and Notch/Rifle Camp Road Interchange Project. The Board approved the project's initial financial plan in 2012, and the Committee has approved annual updates each year since. This latest update reflects a total project cost of \$260 million, a \$6 million increase, mainly due to construction change orders and a design change to include a full bridge replacement for the Route 46 Bridge over Lower Notch Road. The Committee approved the financial plan update and no further action is required.

Freeholder DeFillippo said, also at the December committee meeting, NJTPA staff discussed changes in the solicitation for the Local Concept Development Program (LCD), which was issued in December with a February 12 deadline. First, movable bridges over navigable waterways are temporarily suspended from acceptance into the program. This is because four such projects already in the program are experiencing very lengthy review and approval processes by the U.S. Coast Guard and the Army Corps of Engineers. These agencies are relatively new partners on the Interagency Review Committee, and procedures for this type of project must be finalized before more can be considered for funding. Freeholder DeFillippo said NJTPA Central Staff will reevaluate the situation for the next solicitation, which is scheduled to be issued in approximately two years. Also, Staff reported that federal rules governing the use of Surface Transportation Program Block Grant funds allocated to MPOs require that all projects using these funds be located entirely in urbanized areas. As the LCD program uses these funds, the NJTPA provided the subregions with an interactive map developed by NJDOT that will allow them to determine the eligibility of their potential projects.

Action Item 1: Minor Amendment to the FY 2018-2021 Transportation Improvement Program to Add the Route 4, Hackensack River Bridge Project as Requested by the New Jersey Department of Transportation (Attachment 2)

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

Action Item 2: Minor Amendment to the FY 2018-2021 Transportation Improvement Program to Add the Kearny Riverbank Park Bike Trail Project as Requested by the Town of Kearny (Attachment 3)

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

Action Item 3: Minor Amendments to the FY 2018-2021 Transportation Improvement Program to Add Federal Funds to Three Locally Sponsored Projects as Requested by ;the NJTPA on Behalf of Monmouth, Morris and Passaic Counties (Attachment 4)

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

Planning and Economic Development – Freeholder John W. Bartlett, Chair

Freeholder Bartlett said that, at the December Joint Committee meeting, Central Staff updated the Committee on the development of the Fiscal Year 2020 UPWP for the fiscal year beginning July 1. He said they provided overviews of the program at RTAC and Joint Committee meetings in the fall, and the draft work program and budget are available for review on the NJTPA website. The Freeholder noted that the proposed work program includes three new subregional studies this year:

- Somerset County will identify five roadway corridors for safety audits;
- Monmouth County will examine travel demand management strategies to address traffic related to tourism and major events; and
- Hudson County will examine opportunities to expand or create new ferry services.

He said two studies from the previous program cycle will continue in 2020: the City of Jersey City Parking Management Plan, and the Paterson-Newark Transit Market Study, which is jointly sponsored by Essex County and his home county of Passaic.

The Freeholder said Central Staff updated the Committee on TNJ activities, which continue to advance strategies and actions from the 2015 regional sustainability plan, including providing technical assistance and conducting training activities through the TNJ Training Institute with the assistance of the Voorhees Transportation Center at Rutgers. He said, on December 5, the Training Institute held a Crime Prevention through Environmental Design workshop at the NJTPA. More than 100 people participated. On January 11, the Institute held a workshop on Creating a Great Shuttle Service. The NJTPA and the Voorhees Transportation Center are also

providing technical assistance to support progress on previously funded grant projects – Rutgers graduate students are designing a temporary lighting installation under the Brick Church Station to improve safety, a proposal from earlier TNJ work conducted led by the Urban Essex Corridor Coalition, and NJ TRANSIT has played an active role in this work. TNJ is also helping the non-profit New Brunswick Tomorrow to continue and expand the city’s successful Ciclovía event. Freeholder Bartlett announced that the full TNJ Forum will convene at the NJTPA on January 31 with participation by all affiliated groups.

Freight Initiatives – Freeholder Charles Kenny, Chair

Freeholder Kenny reported that, at its December meeting, the Committee unanimously voted to approve the Project Intake Process for identifying and selecting freight-related projects to advance into the NJTPA’s new Freight Concept Development Program. He said this action creates a new path for implementation of many potential freight-related projects, particularly those identified in studies conducted by the NJTPA and its subregions.

Freeholder Kenny said that, also at the December meeting, the Committee heard a panel of leading regional experts discuss New Jersey’s “red hot” industrial real estate market. The panel began with brief presentations by the industry experts, followed by a moderated discussion. First, they heard from Bill Waxman, Executive Vice President, CBRE, who noted that three key factors are driving the rapid growth of this market in the region: increased e-commerce; a strong retail sector; and expanded port activities. Mr. Waxman told the Committee that expansion is particularly strong in the food and beverage and third-party logistics sectors, and light manufacturing and distribution are making a comeback. Mr. Waxman said New Jersey’s location makes it a perfect place for a major role in e-commerce, and asking prices for space are being met and exceeded. He noted that state incentives have helped attract large employers to the region.

Freeholder Kenny said the Committee next heard from Matt Dolly, New Jersey Director of Research at Transwestern, who reinforced many of these ideas with statistics. He said the New Jersey industrial sector is setting new records. Currently, 7.1 million square feet of industrial real estate is under construction, and developers are expanding beyond the industrial core areas. Over the past 12 months, there has been an absorption rate of 17.1 million square feet of space, vacancy has tightened to an all-time low of 3.8 percent, and rents have increased for 13 consecutive quarters. Mr. Dolly noted that while there is increasing optimism about business conditions in New Jersey, and the market outlook is good, the sector has concerns about labor shortages in manufacturing, trucking, and construction; availability of space; and transportation logistics. Mr. Dolly said industrial real estate is still an attractive investment, and while it is possible lease and rental rates may slow down, due to lack of available space, he expects rents will continue to increase.

Freeholder Kenny said the third guest was Matt Schlindwein, President of Development and Construction at Greek Development, which recently completed a new building for a cardboard manufacturer in Middlesex County on a former brownfield site and is one of the developers at Union County’s Tremley Point. The Freeholder said Mr. Schlindwein provided some real-world examples of individual development projects built to meet customer needs in the region. They

include on-site access to national standard freight rail, and proximity to major roadway corridors and the Port. Mr. Schlindwein noted that the high demand for industrial space is causing low vacancy rates and driving new construction. He said that agreements with municipalities on Payments in Lieu of Taxes are an important factor in securing longer term leases as these arrangements provide a known cost over the 10-to-20-year life of a lease. He noted also that the strong demand for space and increasing lease rates in the region have made brownfield sites much more attractive for industrial redevelopment.

The Freeholder said that Committee member updates at the meeting included news that applications are being evaluated for the NJDOT Rail Freight Assistance Program Grant, and that the Port Authority of New York & New Jersey continues to work with Conrail and other railroads to increase lift capacity on the on-dock Express Rail system.

H. Presentation

Before introducing the presentation, Chairman Estrada said that Central Staff was monitoring the ongoing effects of the partial federal shutdown for any potential impact on the work of the NJTPA. He noted that FHWA was still open for business, as it is funded by the Federal transportation trust fund, not through appropriations. At the time, other agencies the NJTPA works with, such as the Federal Transit Administration and the U.S. Coast Guard, were closed.

Robert Clark, FHWA New Jersey Division Administrator provided an overview of federal Transportation Performance Management initiative, a data-driven strategy that uses system information to make investment and policy decisions to achieve national performance goals for efficient delivery of goods and safe, reliable journeys to work, school, shopping and community activities. He explained that performance measures must be developed for seven national goal areas: safety, infrastructure condition, congestion reduction, system reliability, freight movement and economic vitality, environmental sustainability, and reduced project deliver delays. State departments of transportation establish targets annually for each performance measure, and MPOs can choose to use their state established targets or develop their own.

Mr. Clark noted that, after May 20, 2019, all targets must be incorporated into all planning documents. Updates or amendments to TIPs and State TIPs must have descriptions of how a project or program contributes to the achievement of established performance targets that are identified in the long range plan or other state performance-based plans. The written narratives will be reviewed by the FHWA. The NJTPA has agreed to use targets developed by NJDOT.

J) Public Participation

Neile Weissman, Complete George, said the Port Authority of New Jersey & New York's ten-year capital plan heavily weights fossil fuel-oriented activities—automotive and aviation. He said the agency would be wise to rebalance its portfolio with more emphasis on assets such as mass transit and active transportation (paths on bridges, bike share systems and bike parking at transit hubs). He said the growth in use of such assets would reduce emissions.

Roz Moscowitz-Bielski, Pleasant Valley Civic Association and West Orange Pedestrian Safety Advisory Board, cited several safety related issues along Pleasant Valley Way in West Orange and the four Route 280 interchanges there that include eight ramps. She called for an evaluation of the intersections in terms of safety upgrades that could reduce pedestrian/automobile crashes. Ms. Moscowitz-Bielski also said the Pleasant Valley Way/Eagle Rock Avenue business district needs a 25 miles per hour speed limit.

Former NJTPA Chairman, Peter Palmer, Somerset County, said truck parking should have been included in the federal performance measures presentation.

Ms. Ameen thanked Mr. Venech on behalf of the NJTPA for his many years of thoughtful and diligent service working with the NJTPA on a variety of issues and initiatives. She said the groundwork he has laid and the interregional relationships that he has helped to build will make the Trans-Hudson planning work happen much more quickly and efficiently

Mr. Venech thanked Ms. Ameen, the Chairman and Mr. Colangelo-Bryan for their kind words. He said the shared public interest in transportation is better and more consistently expressed at the NJTPA than any place else. He said he is grateful to the PANYNJ and the NJTPA for the opportunity to play a small part in that dialog for a number of years, and he appreciates the help and patience of the NJTPA staff on many issues, especially advancing priorities like the PATH Sandy program. Mr. Venech said Steve Brown will succeed him as the Alternate Trustee representing the PANYNJ.

K) Time and Place of Next Meeting

Chairman Estrada announced that the next meeting of the NJTPA will be held on Monday, March 11, 2019 at 10:00 a.m., at the NJTPA offices at One Newark Center, Newark, NJ.

L) Adjournment

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

Attachment 1

NORTH JERSEY TRANSPORTATION PLANNING AUTHORITY, INC.
Meeting of the Board of Trustees
Attendance Record: January 14, 2019

Subregion/Agency	Voting Members/Alternates	Staff & Others
Bergen County		Joe Baladi
Essex County	Not represented	
Hudson County	Byron Nicholas	Tom Malavasi
Hunterdon County	Barbara Vogel	
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	Phillip Scott	Trevor Howard
Ocean County		John Ernst
Passaic County	Hon. John Bartlett	Mike Lysicatos
Somerset County	Hon. Brian Levine	Walt Lane Ken Wedeen Andras Holzmann
Sussex County	Tom Drabic	
Union County	Hon. Angel Estrada	Liza Betz
Warren County	Hon. Jason Sarnoski David Dech	
Governor's Office	Lauren LaRusso	
NJDOT	Eric Powers	
NJ TRANSIT	Jeremy Colangelo-Brian	
Port Authority of NY & NJ	Lou Venech	Steve Brown
Citizen's Representative	Jared Rodriguez	

Other Attendees	
Jack Kanarek	Dewberry
Avnish Gupta	EZ Ride
Krishna Murthy	EZ Ride
Joseph Deves	Faithful & Gould
Paul St. Onge	Gibbons PC
Tara Shepherd	goHunterdon
Bob Werkmeister	GPI

Jon Livingston	Jacobs Engineering
Mike Hall	M. Baker Intl.
Magdy Hagag	M. Maker Intl.
Bakari Lee	McManimon, Scotland & Baumann, LLC
Frank Scarantino	Mott MacDonald
Tom M.	NJTW
Peter Palmer	Somerset County
Vic Mottola	Stokes CG
Dan Callas	TransOptions
Various members of Central Staff	NJTPA

**DRAFT RESOLUTION: MINOR AMENDMENT TO THE
FY 2018 – 2021 TRANSPORTATION IMPROVEMENT
PROGRAM TO ADD FEDERAL FUNDS TO THE ROUTE 4,
HACKENSACK RIVER BRIDGE PROJECT 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 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 federal funds to a project where State funds are currently programmed and the change does not require a new air quality conformity determination constitutes a minor amendment; and

WHEREAS, the NJDOT is requesting that the Route 4, Hackensack River Bridge project (DB# 02346) be reprogramed with federal funds; and

WHEREAS, fiscal constraint is maintained because funds have been made available for this project through the use of the NJTPA sub allocated funds (DB# N063); and

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

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

WHEREAS, the FY 2018 – 2021 TIP conforms to the MAP-21/FAST Act performance-based planning requirements; 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 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: MINOR AMENDMENT TO THE
FY 2018 – 2021 TRANSPORTATION IMPROVEMENT
PROGRAM TO ADD THE KEARNY RIVERBANK PARK
BIKE TRAIL PROJECT AS REQUESTED BY THE TOWN
OF KEARNY**

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 project that is not listed in the current TIP and does not require a new air quality conformity determination constitutes a minor amendment; and

WHEREAS, the Town of Kearny is requesting that the Kearny Riverbank Bike Trail project (DB# 08440) be added to the TIP; and

WHEREAS, fiscal constraint is maintained because State – NJTPA funds have been made available 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, the FY 2018 TIP conforms to the MAP-21/FAST Act performance-based planning requirements; 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 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: MINOR AMENDMENTS TO THE FY 2018 – 2021
TRANSPORTATION IMPROVEMENT PROGRAM
TO ADD FEDERAL FUNDS TO THREE LOCALLY
SPONSORED PROJECTS AS REQUESTED BY THE
NJTPA ON BEHALF OF MONMOUTH, MORRIS AND
PASSAIC COUNTIES**

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 federal funds to a project where State funds are currently programmed and the change does not require a new air quality conformity determination constitutes a minor amendment; and

WHEREAS, the following three projects can advance with federal funds: County Route 537 Corridor, Section A, NJ Rt 33 Business and Gravel Hill Road, *Monmouth County* (DB# NS0403); Openaki Road Bridge, *Morris County* (DB# NS9802); and Fifth Avenue Bridge (AKA Fair Lawn Avenue Bridge) over Passaic River, *Bergen and Passaic Counties* (DB# NS9606); and

WHEREAS, fiscal constraint is maintained because funds are available for these needs through the use of the NJTPA sub allocated funds from NJTPA, Future Projects (DB# N063); and

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

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

WHEREAS, the FY 2018 – 2021 TIP conforms to the MAP-21/FAST Act performance-based planning requirements; and

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

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