



*Daniel P. Sullivan, Chairman
Mary K. Murphy, Executive Director*

DANIEL P. SULLIVAN, CHAIRMAN

MINUTES

September 12, 2011

A. Open Public Meetings Act Compliance

Chairman Sullivan opened the meeting at 10:15 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 and the New Jersey Herald. It was posted in the Essex County Administration Building, Newark, New Jersey, and on the bulletin board of the Lieutenant Governor, Trenton, New Jersey.

B. Salute to the Flag

Chairman Sullivan led the Board of Trustees in the Pledge of Allegiance.

C. Roll Call

Following the salute to the flag, Beverly Morris called the roll. Fourteen voting members were present. Chairman Sullivan recognized Middlesex County Freeholder Charles Tomaro, a new Trustee attending for the first time. (Attachment 1).

D. Approval of Minutes

A motion to approve the minutes of the May 9th meeting was made by Morris County, seconded by Jersey City and carried with 12 affirmative votes. Hunterdon and Warren counties abstained.

E. Chairman's Remarks

Chairman Sullivan asked for a moment of silence in observance of the friends, loved ones and colleagues who were lost in the September 11 attacks ten years ago.

The Chairman noted that one of the most significant actions taken by the Board each year concerns approval of the next Transportation Improvement Program (TIP) and the accompanying air quality conformity. He said the FY 2012 element of the four-year TIP includes more than \$2.7 billion in road, rail and other investments, with a total of more than \$10 billion over all four

years. He pointed out that the TIP includes funding for sorely needed repair and replacement work and improvements on many state and county bridges. The Chairman said the TIP also contains funds to upgrade and maintain transit facilities and equipment, as well as key improvements for freight movement and bicycle and pedestrian travel, demonstrating this region's commitment to multi-modal transportation. He noted that NJDOT is working with NJ Transit to ensure that two orphan bridges, one in Union County and one in Morris County, will receive funding for construction in the fiscal year 2012 TIP.

Chairman Sullivan said that there is still a great deal of uncertainty in Washington about long- and short-term federal transportation funding, and questions remain about transportation reauthorization, as Congress works toward crafting a bill acceptable to both the House and Senate. He noted the inclusion of infrastructure investment as part of the President's jobs plan.

The Chairman said that, in keeping with the NJTPA's Strategic Business Plan, the agency is also pursuing funding from other sources. He announced that the NJTPA recently secured a grant from FHWA's competitive Transportation, Community and System Preservation program. The \$133,000 grant will be combined with local matching funds to conduct planning for transit-oriented development along the Union County Sustainability Corridor, a proposed bus rapid transit service area running from Plainfield to Elizabeth. He said the grant will also fund transit-oriented development planning in downtown Hackensack in Bergen County. Chairman Sullivan said the NJTPA is again working with the state Office of Planning Advocacy and Rutgers University to pursue a HUD regional planning grant. He said the NJTPA will continue to investigate new funding opportunities and provide guidance to subregions that are pursuing grants on their own.

Chairman Sullivan called upon Richard T. Roberts, NJ Transit, who reported that he provided a presentation at the August joint committee meeting describing the NJ Transit Score Card customer survey program and the agency's capital and operating budgets for the year. (survey results available at http://www.njtransit.com/tm/tm_servlet.srv?hdnPageAction=FYIITo)

David Kuhn, NJDOT, expressed appreciation to the NJTPA Board, staff, committees and the subregions for their efforts in developing the TIP and working with NJDOT to ensure that New Jersey obligates all its federal funds by end of fiscal year.

F. Executive Director's Report

NJTPA Executive Director Mary K. Murphy thanked the committees for their efforts in expediting action items related to the end of the fiscal year. She said that as part of this process of closing out projects and programs in the Fiscal Year 2011 Unified Planning Work Program (UPWP), which concluded with the end of the state fiscal year on June 30th, staff is editing final reports for a number of key transportation studies, and these reports will be released and posted on the NJTPA website soon.

Ms. Murphy reported that eight subregional studies were completed by ten subregions (including two joint studies). The studies investigated a wide range of topics such as pedestrian needs, circulation elements of master plans, freight infrastructure, transit linkages, and key inter-county

corridors, among others. Ms. Murphy said that members of RTAC deserve recognition and thanks for initiating the studies and seeing them through to successful completion. She noted that the subregional studies are often the first step in developing projects or policies that can have real and practical benefits for residents of the region.

Ms. Murphy reported that Central Staff also concluded a number of regional studies, including the Hudson County Jitney Study, the Elizabeth Midtown Multi-Modal Integration Study, and Pedestrian Safety at and Near Bus Stops study, which produced the Bus Stop Safety Toolbox (distributed at the meeting), a guide for county and local officials and citizens to make bus stops safer and more accessible. She said that NJDOT, NJ Transit and the New Jersey Office of Highway Safety assisted in the bus stop safety study and preparation of the toolbox. Ms. Murphy said staff also completed a number of technical planning efforts including assessing the impacts of transportation projects and validation of the NJTPA travel demand model.

Ms. Murphy reported that the launch of activities for the new fiscal year 2012 UPWP for Central Staff and the subregions includes staff's new role administering federal funding for Transportation Management Associations (TMAs), and the effort is working out well.

Ms. Murphy said approval of the TIP and conformity determination that day marks a milestone in supporting improved regional transportation. She thanked Board members, RTAC, the staff of NJDOT and NJ Transit as well as members of Central Staff for their work on the complex task.

Ms. Murphy reminded the Board that the action item to amend the Regional Transportation Plan (RTP) to remove the ARC project is needed to keep Plan 2035 in compliance with federal mandates. She said the NJTPA and its planning partners will continue to investigate the needs and options for improving trans-Hudson commuting through both short- and long-term measures. Ms. Murphy said this ongoing discussion will be reflected in the updated regional transportation plan, which is scheduled to be adopted in late 2013.

Ms. Murphy noted that the RTP amendment also includes the addition of the Locally Preferred Alternative for Hudson Bergen Light Rail extension west across Route 440 in Jersey City, a project of great importance to both Jersey City and Hudson County that will provide a new link in the region's transportation network.

Ms. Murphy recalled that, last year, the NJTPA was part of a diverse consortium that submitted a proposal under the HUD Sustainable Communities Regional Planning Grant Program. The application proposed a planning effort that would make a stronger connection between transportation, land use and economic development. She noted that, while the region did not receive a grant last year, it scored high enough to be designated with "preferred sustainability status," an advantage when applying for future grants. She said another round of the HUD grant program is underway and the consortium has come together again to revise and resubmit an application. Ms. Murphy said the state's Office of Planning Advocacy is the "organizing force" of the effort, and Rutgers University will again be the grant applicant and administrator. She called upon Jon Carnegie of the Voorhees Transportation Center at Rutgers to say a few words about the grant application.

Mr. Carnegie said Rutgers University will submit an application that will be substantially consistent with last year's, which was scored well by HUD. He said the new application will address feedback received from HUD. The deadline for the application is October 6th, and a first draft will be reviewed by the application working group who will meet the next week. He said letters of support and commitment from consortium members are required for the grant application, and he noted that the NJTPA will provide both a Board resolution to this effect as well as individual letters of support of from the subregions. Rutgers will compile all letters and resolutions from the other consortium members.

Ms. Murphy reported that an informational teleconference was held the week before to answer questions and address concerns from the subregions. A one-page summary of the grant and application process and copies of last year's endorsement letters had been distributed to board members and subregional staff. Ms. Murphy noted that the updated letters were needed by September 16th. (The NJTPA resolution from the full Board endorsing the grant application was on the day's agenda.)

Ms. Murphy closed her remarks with congratulations to Board member Peter Palmer, Freeholder of Somerset County, who was named Freeholder of the Year by the New Jersey Association of Counties, for which he which served as past Chairman.

G. Committee Reports/Action Items

Freight Initiatives – Freeholder Peter Palmer, Chairman

Freeholder Palmer reported that the Committee considered one action item at its August meeting. It involved a modification to the Fiscal Year 2012 Unified Planning Work Program, which was approved by the Planning and Economic Development Committee earlier. The Freight Initiatives Committee voted unanimously to formally express support of the modification, which will support the Morris/Warren County Rail Corridor Study consultant effort. The purpose of this study is to build on recommendations from a previously completed NJTPA Subregional Study and to address vertical height clearance and weight constraints along the corridor.

The Freeholder also reported that the Committee heard several interesting and informative presentations since the last Board Meeting.

At the June meeting:

- Richard Barone, the Regional Plan Association's Director of Transportation Programs, shared details from a recent study of the New York / New Jersey metropolitan area aviation system and elaborated on the steep economic price paid as a result of congestion at the region's airports. Mr. Barone pointed out that regional goals over the next 20 years include increasing air transport capacity and service and reducing average delays from 20 minutes or more down to 10 minutes.
- Scott Douglas from the NJDOT Office of Maritime Resources discussed the port's competitiveness and raised several questions about the region's preparedness to compete

nationally and globally as major shifts in import-export flows occur. He emphasized the need for states and ports to plan and collaborate on a regional basis to promote efficiency and resiliency in the goods movement industry.

At the August meeting:

- Douglas Greenfeld, Jersey City Supervising Planner, presented the results and recommendations of the recently completed Route 440 / 1&9T Multi-Use Boulevard and Through-Truck Diversion Concept Development Study in the Jersey City area.
- James Daulerio, Director of Safety and Loss Prevention at Grocery Haulers, Inc., provided details of the Federal Motor Carrier Safety Administration's Compliance, Safety and Accountability Program initiative, known as CSA. CSA is the new compliance and enforcement program aimed at reducing commercial motor vehicle crashes, injuries and fatalities.

Freeholder Palmer thanked the Committee's new Vice Chairman, Freeholder James F. Lacey of Ocean County, for his ongoing participation in its activities.

Planning and Economic Development – Freeholder Matthew Holt, Chairman

On behalf of Freeholder Holt, Ms. Murphy reported on the Committee's activities. She said the Committee met three times since the last Board meeting and recommended four actions on the day's agenda.

- Approval of the FY 2012 Project Development Work Program (PDWP) – Ms. Murphy explained that the PDWP is a compilation of projects under study and development to become candidates for funding in the TIP. It includes all highway and bridge projects being advanced by NJDOT and projects being developed by NJ Transit. Ms. Murphy said the PDWP reflects the results of discussion and consultation with the subregions, and following careful consideration at the June and August meetings, the Committee recommended approval of the program.
- A series of modifications to the Fiscal Year 2012 Unified Planning Work Program (UPWP) to address various funding resources and needs. These actions will not add any new funding to the UPWP budget. They include:
 - Programming of \$200,000 for the Morris/Warren County Rail Corridor Study consultant effort that Freeholder Palmer described in his report.
 - Reprogramming \$85,000 in the equipment budget from Fiscal Year 2011 to Fiscal Year 2012 for accounting purposes
 - Reallocating funding from the Sussex County Complete Streets study to three FY 2012 Subregional Studies – one by Morris County, one by Passaic County, and a joint study by Hudson County and Jersey City. The Sussex County Complete Streets study will now be coordinated with Sussex County and NJTPA Central Staff.

- Approval of an amendment to Plan 2035 to remove the ARC tunnel project and to add the Locally Preferred Alternative to extend the Hudson Bergen Light Rail west across Route 440 in Jersey City – This action will also approve the updated air quality conformity determination on the amended Plan 2035. Both the amendment and conformity underwent a 30-day public comment period.
- Approval of NJTPA participation in the development of a Regional Plan for Sustainable Development for the NJTPA region through the HUD Sustainable Communities Regional Planning Grant Program – As discussed by Ms. Murphy and Mr. Carnegie, Board endorsement is a requirement for the region’s application for this planning grant.

Action Item 1: Approval of the FY 2012 Project Development Work Program (Attachment 2)

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

Action Item 2: Approval of a series of modifications to the FY 2012 Unified Planning Work Program (UWP) (Attachment 3)

Freeholder Jason Sarnoski, Warren County, thanked the Freight Initiatives Committee for its support for the Morris/Warren County Rail Corridor Study and to NJTPA staff for their work on the UPWP modifications. He said the study will benefit Warren and Morris counties in terms of reducing congestion along the rail lines, updating currently inadequate facilities, and opening the area to economic opportunities.

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

Action Item 3: Approval of amendment to the Regional Transportation Plan (RTP) for Northern New Jersey (Plan 2035) and the NJTPA’s Regional Air Quality Conformity Determination on the FY 2012 TIP and the amended Plan 2035 (Attachment 4)

Michael Sottolano, Councilman, Jersey City, said the Locally Preferred Alternative to extend the Hudson Bergen Light Rail Line is an extremely important component of Jersey City’s plans for redeveloping the city’s west side.

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

Action Item 4: Approval of NJTPA participation in the development of a Regional Plan for Sustainable Development for the NJTPA Region through the HUD Sustainable Communities Regional Planning Grant Program (Attachment 5)

Susan Zellman, Freeholder, Sussex County, noted that she had expressed her concern about implementation during the joint meeting earlier that day. She said that after having spoken with Ms. Murphy and Bob Bzik, Somerset County, who highlighted some of the potential advantages of the grant, she would vote in favor of the resolution.

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

Project Prioritization – Freeholder Gene Feyl, Chairman

Freeholder Feyl reported that the Committee has met five times since the last Board meeting and recommended approval of three actions on the day's agenda:

- Approval of the Fiscal Year 2012 Local Safety and High Risk Rural Roads Program – The Freeholder reported that in June the Committee recommended approval of seven local safety projects and four rural roads projects, all of which were screened and recommended by an interagency technical review committee. These relatively “quick fix” projects include over 50 intersection improvements in Essex, Hudson, Hunterdon, Passaic, Somerset and Union counties. The High Risk Rural Roads program will make investments in Hunterdon, Somerset and Warren Counties.
- Approval of NJTPA Self-Certification - Freeholder Feyl explained that the Board must approve this resolution at the time the TIP is adopted each year. The resolution confirms that the NJTPA is in compliance with all relevant federal regulations and is a prerequisite to receiving federal funding. The Committee recommended approval of the resolution at the August joint meeting, along with its approval of the FY 2012-2015 TIP.
- Approval of the FY 2012-2015 Transportation Improvement Program (TIP) –The Committee recommended approval of the TIP, including the final changes listed in an accompanying addendum, following review by the subregions and a 30-day public comment period. The region's Air Quality Conformity Determination also accompanies the TIP and demonstrates that the mix of transportation projects does not have a negative impact on the region's air quality.

Freeholder Feyl noted that the Committee stands ready to take action as necessary to deal with the federal funding uncertainties previously discussed. He said federal funding may very likely not be at the same levels anticipated by the USDOT, and adjustments may have to be made to accommodate whatever level is eventually approved by Congress.

The Freeholder reported on other Committee actions taken since the last meeting. He noted that these actions do not require full Board approval. These actions include:

- Approval of modifications to the current TIP requested by NJDOT and NJ Transit (July 14th) - Freeholder Feyl reported that, the NJDOT modifications involved adjustments to 12 projects totaling \$55.7 million. The NJ Transit modifications allocate \$25 million in Congestion Mitigation and Air Quality funding for rail rolling stock procurement and \$100 million in STP-NJ funding for preventive maintenance for the rail and bus fleets.
- Approval of a set of two administrative amendments to the current TIP to fund TMA Shuttles and NJ Transit locomotive engine retrofits (August 22nd joint meeting) – Freeholder Feyl explained that these revisions involve flexing funds from the Local CMAQ Initiatives line item to these two NJ Transit programs, which the Board amended into the TIP in May. He said these administrative amendments to the TIP were made in order to meet Federal Transit Administration requirements.

The following three PPC actions resulted from a normal year-end process where the NJTPA, NJDOT and NJ Transit work together to ensure that no federal funds remain unobligated at the close of the federal fiscal year on October 1st, which would cause reallocation of these funds to other regions or states.

- Approval of a set of three modifications to the 2010-2013 TIP (August 22nd joint meeting) – The Freeholder said this set of modifications is necessary to shift funding from projects that will not be authorized this year to the Metropolitan Planning line item to cover other funding requirements.
- Approval of NJDOT/NJTPA modifications to the FY 2011 TIP (September 2nd) – Freeholder Feyl said these modifications identify four projects to receive full funding for current phase of work from unobligated balances available from projects that will not be authorized before the end of the federal fiscal year. He said that, after thorough review, all subregions concurred with the modifications.
- Approval of NJDOT/NJTPA modifications to the FY 2011 TIP (September 12th) – The Freeholder said this set of modifications identifies two projects to be fully funded for their current phase of work with unobligated balances available from projects and programs that will not be able to be authorized before the end of the federal fiscal year.

Freeholder Feyl thanked Mr. Roberts for his presentation on NJ Transit's Score Card program at the August joint meeting. He said it is a very ambitious and commendable effort that promises to bring true transparency and accountability to all levels of NJ Transit operations. He encouraged all to visit the NJ Transit website to explore the initiative further.

Action Item 5: Approval of the FY 2012 NJTPA Local Safety Program and High Risk Rural Roads Program Projects (Attachment 6)

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

Action Item 6: Approval of the FY 2012-2015 TIP Self-Certification (Attachment 7)

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

Action Item 7: Approval of the FY 2012-2015 TIP and the NJTPA's Regional Air Quality Conformity Determination on the FY 2012 TIP and the amended Plan 2035 (Attachment 8)

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

J) Public Participation

Bob Bzik, Somerset County, acknowledged Chairman's Sullivan's offer of support to subregions pursuing grants on their own. He reported that some subregions are pursuing federally sponsored grants that he wants to bring to the Board's attention. He said a number of counties have Comprehensive Economic Development Strategy (CEDS) plans underway (sponsored by US Economic Development Administration). He said the focus of these plans is to identify projects, programs and activities that create and retain jobs and diversify and strengthen economies. He pointed out two CEDS plans in the region, the "Grow Monmouth" plan launched recently, and the upcoming "A Business Driven Economic Agenda for Somerset County" plan. Mr. Bzik offered to make a presentation to the PEDC about these efforts. The Chairman said that can be arranged.

The public portion of the meeting was closed.

K) Time and Place of Next Meeting

Chairman Sullivan announced that the next meeting of the NJTPA will be held on Monday, November 14, 2011 at 10:00 a.m., at the NJTPA offices at One Newark Center, Newark, NJ.

Freeholder Palmer called the Board's attention to an article provided to them that morning, entitled "Wither Cross-Hudson Transit?" The article is about the need for improvements to the cross-Hudson transit system. The Freeholder asked the Board to continue to make this a top priority.

L) Adjournment

A motion to adjourn was made by Warren County, seconded by Union County and carried unanimously.

Attachment 1

NORTH JERSEY TRANSPORTATION PLANNING AUTHORITY, INC.**Attendance Record: September 12, 2011**

VOTING MEMBERS/ALTERNATES	STAFF & OTHERS
GOVERNOR'S OFFICE	
Ms. Johanna Barba Jones	
NJDOT	
David Kuhn	Thomas A. Wospil Robert DeSando
NJ TRANSIT	
Richard Roberts	
PANYNJ	
Not represented	
CITIZEN'S REPRESENTATIVE	
Not Represented	
BERGEN COUNTY	
Donna Orbach	
ESSEX COUNTY	
David Antonio	
HUDSON COUNTY	
Hon. Thomas DeGise	John Lane
HUNTERDON COUNTY	
Sue Dziamara	
JERSEY CITY	
Hon. Michael Sottolano	Naomi Hsu

VOTING MEMBERS/ALTERNATES (Cont'd)	STAFF & OTHERS
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MIDDLESEX COUNTY

Hon. Charles Tomaro

George Ververides
Anthony Gambilonghi**MONMOUTH COUNTY**Joseph Ettore
Anthony Gamallo**MORRIS COUNTY**

Hon. Gene Feyl

Gerald Rohsler
Erik DeLine**NEWARK**

Michael Gelin

OCEAN COUNTY

Hon. James Lacey

PASSAIC COUNTYMichael LaPlace
Michael Lysicatos**SOMERSET COUNTY**

Hon. Peter Palmer

Walt Lane

SUSSEX COUNTY

Hon. Susan Zellman

Tom Drabic

UNION COUNTY

Hon. Daniel Sullivan

Liza Betz

WARREN COUNTY

Hon. Jason Sarnoski

David Dech
Brian Appezzato

OTHER ATTENDEES

John Ciaffone, TransOptions
Bakari Lee, NJTPA Legal Counsel
Michael Campa, NSC
Denise Chaplick, Baker Corp.
Jon Livingston, Jacobs Engineering
Patrice Malleus, Parsons Brinckerhoff
Ronnie Piccolo Hatch Mott MacDonald
Ron Reinhardt, Transit Center Inc.
Joanne Stokes, Stokes Creative
Bettina Zimny, The RBA Group

PHOTOGRAPHER

Bill Wittkop

NJTPA CENTRAL STAFF

Mary K. Murphy

Karen Shannon
Martin Hofler
Mary Ameen
Lois Goldman
Brian Fineman
Dave Colon
Beverly Morris
Amy Magnuson
Eve Chamberlain
Jeffrey Perlman
Zenobia Fields
Karl Vilacoba
Ann Ludwig
Chris Roche
John Shote
Thomas Davis
Scott Rowe
Jeffrey Perlman
David Dawson

RESOLUTION #A-589: APPROVAL OF THE FY 2012 PROJECT DEVELOPMENT WORK PROGRAM (PDWP)

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, as part of its responsibility to establish regional investment priorities, has worked cooperatively with its member agencies in the development of Plan 2035: The Regional Transportation Plan for Northern New Jersey, which was adopted by the NJTPA Board of Trustees on August 24, 2009; and

WHEREAS, the RTP includes the identification of transportation needs along with strategies to address them; and

WHEREAS, in order to develop these strategies into candidate projects for the Transportation Improvement Program (TIP), Concept Development and Project Development work needs to be conducted by the New Jersey Department of Transportation (NJDOT), NJ Transit and other sponsoring agencies; and

WHEREAS, these Concept Development and Project Development work activities anticipated for FY 2012 are included in the attached Project Development Work Program (PDWP) which is included as Volume V of the Unified Planning Work Program (UPWP); and

WHEREAS, the FY 2012 PDWP has been developed through a cooperative planning effort based on regional priorities and subregional involvement emanating from *Plan 2035: The Regional Transportation Plan for Northern New Jersey*; and

WHEREAS, the NJTPA, NJDOT and NJ Transit will work cooperatively to monitor the progress of all PDWP projects contained in the program to ensure that these future candidates to the TIP are proceeding expeditiously; 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 UPWP to guide the transportation planning process in northern New Jersey; and

WHEREAS, the UPWP describes all urban transportation and transportation related planning activities to be undertaken by NJTPA Central Staff and NJTPA member agencies; and

WHEREAS, Year Two of the FY 2011-2012 UPWP was approved by the NJTPA on May 9, 2011;

NOW, THEREFORE, BE IT RESOLVED that the North Jersey Transportation Planning Authority, Inc. (NJTPA) hereby approves the attached FY 2012 PDWP, which lists Concept Development and Project Development work to be conducted by NJDOT and NJ Transit, during FY 2012.

BE IT FURTHER RESOLVED that the attached PDWP be incorporated as an amendment to Year Two of the FY 2011-2012 UPWP as Volume V – The Project Development Work Program for the NJDOT and NJ Transit.

BE IT FURTHER RESOLVED that additions, deletions or any significant changes to the attached FY 2012 PDWP requires the action of the NJTPA Board of Trustees in modifying the PDWP.

BE IT FURTHER RESOLVED that the NJDOT, NJ Transit and all other sponsoring agencies shall provide to the NJTPA status reports for the projects contained herein.

BE IT FURTHER RESOLVED that a copy of this resolution and attached document be forwarded to NJDOT, NJ Transit, Federal Highway Administration, and Federal Transit Administration.

This Resolution shall take effect this 12th day of September, 2011.

**RESOLUTION #A-590: APPROVAL OF A SERIES OF MODIFICATIONS TO THE
FY 2011–2012 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, Year-Two of the Fiscal Year 2011–2012 Unified Planning Work Program (FY 2012, July 1, 2011 to June 30, 2012) describes all urban transportation and transportation related planning activities to be undertaken by NJTPA Central Staff, the NJTPA Subregions and state and regional transportation agencies; and

WHEREAS, the FY 2011-2012 Unified Planning Work Program is fully consistent with the final USDOT Metropolitan Planning Regulations of February 14, 2007 amending 23 CFR part 450 and 49 CFR 613, as well as the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU); and

WHEREAS, Year-Two of the Fiscal Year 2011–2012 Unified Planning Work Program was approved by the NJTPA on May 9, 2011; and

WHEREAS, task modifications, project additions and funding adjustments have resulted in the need to modify year-two of the FY 2011-2012 Unified Planning Work Program; and

WHEREAS, any modifications to the UPWP must be approved by the NJTPA Board of Trustees.

NOW, THEREFORE, BE IT RESOLVED, that the NJTPA approves the following modifications to the Year-two of the FY 2011-2012 Unified Planning Work Program:

1. Utilize \$200,000 in funding currently available in Task 12/302's *Planning and Needs Assessment Studies* consultant effort line item for a *Morris/Warren County Rail Corridor Study* consultant effort.
2. Add \$85,000 of reprogrammed FY 2011 FHWA PL funds to the FY 2012 Equipment budget line item.

3. Modify the FY 2012-2013 Subregional Studies Program budget in Volume III, by reallocating funding for the Sussex County *Complete Streets Study* to three FY 2012 Subregional Studies to be undertaken by: Hudson County/ Jersey City (a joint study); Morris County and Passaic County.

BE IT FURTHER RESOLVED, that a certified copy of this resolution along with the attached documentation be forwarded to the New Jersey Department of Transportation for submission to the Federal Highway Administration and the Federal Transit Administration.

This resolution shall take effect this 12th day of September, 2011.

RESOLUTION #A-591: APPROVAL OF AN AMENDMENT TO THE REGIONAL TRANSPORTATION PLAN (RTP) FOR NORTHERN NEW JERSEY (PLAN 2035) AND THE NJTPA'S REGIONAL AIR QUALITY CONFORMITY DETERMINATION ON THE FY 2012 TIP AND THE AMENDED PLAN 2035

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. 450.322, is responsible for the development of a Regional Transportation Plan (RTP) to guide the urban transportation planning process in northern New Jersey; and

WHEREAS, the NJTPA is required to review and update the Regional Transportation Plan at least every four years; and

WHEREAS, Plan 2035, the Regional Transportation Plan for Northern New Jersey (RTP) was adopted by the NJTPA on August 24, 2009; and

WHEREAS, Plan 2035, has addressed all federal planning requirements as set forth in 23 U.S.C. 450.322, including the provision of specific projects and programs as contained in the Plan's Project Index; and

WHEREAS, the Access to the Region's Core (ARC) project (also referred to as the Mass Transit Tunnel) was included in the Plan's Project Index; and

WHEREAS, with the cancellation of the project in October 2010, federal regulations require a plan amendment to reflect its removal from *Plan 2035*; and

WHEREAS, the long-range financial plan within *Plan 2035* must be updated to reflect the removal of the ARC project; and

WHEREAS, a project, entitled "Hudson County LRT Rail Extension Route 440," to extend the Hudson Bergen Light Rail west across Route 440 in Jersey City was identified in the Plan's Project Index; and

WHEREAS, a Locally Preferred Alternative (LPA) for this project, estimated to cost \$214 million, has been identified which consists of a two track, 3,700 foot extension of the HBLR from West Side Avenue Station to a new station located west of Route 440 at the northern boundary of the Bayfront development and modifications to the existing West Side Avenue Station and its parking lot; and

WHEREAS, under federal requirements, the funding for this LPA must be included in NJTPA's fiscally constrained long range plan in order for further work on this project to proceed; and

WHEREAS, the long-range financial plan within *Plan 2035* must be updated to reflect the \$214 million cost of the LPA; and

WHEREAS, *Plan 2035* identifies sufficient federal and state funding to be available in order to meet the project costs; and

WHEREAS, removal of the ARC Project and addition of the LPA for the Hudson County LRT Rail Extension Route 440 have been taken into account in the region's conformity analysis, which demonstrates how projects in the Amended Plan 2035 and the FY 2012-2015 TIP will help achieve future conformity with national ambient air quality standards; and

WHEREAS, the results of the required emissions analysis of the Amended Plan 2035 and the FY 2012-2015 TIP show that the implementation of the projects contained therein will result in emissions of CO, VOC, NO_x, and PM_{2.5} in each analysis year that are less than the appropriate "Emissions Budgets" contained in the SIP thus meeting the tests for the northern New Jersey maintenance and non-attainment areas;

WHEREAS, the amendment to Plan 2035 and the accompanying Air Quality Conformity Determination were made available for public comment in accordance with federal requirements and NJTPA's adopted public participation procedures.

NOW, THEREFORE, BE IT RESOLVED that the North Jersey Transportation Planning Authority, Inc. hereby amends *Plan 2035*, the Regional Transportation Plan for Northern New Jersey to remove the project "Mass Transit Tunnel, DBNUM T97, Transit Expansion" from the Plan Project Index and to modify the long range financial plan to appropriately reflect the removal of the \$8.7 billion cost of the project; and

BE IT FURTHER RESOLVED that the North Jersey Transportation Planning Authority, Inc. hereby amends *Plan 2035*, the Regional Transportation Plan for Northern New Jersey to specify "\$214 million" as the cost of "Hudson County LRT Rail Extension Route 440" in the Plan Project Index and to modify the long range financial plan to appropriately include the \$214 million cost of the project; and

BE IT FURTHER RESOLVED that the North Jersey Transportation Planning Authority, Inc. hereby approves the Regional Air Quality Conformity Determination on the Amended Plan 2035 and the FY 2012-2015 TIP.

BE IT FURTHER RESOLVED, that a copy of this resolution along with the attached documentation be forwarded to the Federal Transit Administration, the Federal Highway Administration, the Environmental Protection Agency, the New Jersey Department of Transportation, New Jersey Transit Corp., and the New Jersey Department of Environmental Protection.

This resolution shall take effect this 12th day of September 2011.

RESOLUTION #A-592: APPROVAL OF NJTPA PARTICIPATION IN THE DEVELOPMENT OF A REGIONAL PLAN FOR SUSTAINABLE DEVELOPMENT FOR THE NJTPA REGION THROUGH THE HUD SUSTAINABLE COMMUNITIES REGIONAL PLANNING GRANT 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. 450.322, is responsible for the development of a Regional Transportation Plan (RTP) to guide the urban transportation planning process in northern New Jersey; and

WHEREAS, the NJTPA Regional Transportation Plan “PLAN 2035”, which was adopted by the NJTPA in August of 2009, is strongly rooted in livability and sustainability principles; and

WHEREAS, in June 2009, the U.S. Department of Housing and Urban Development, U.S. Department of Transportation and the U.S. Environmental Protection agency joined together to form the Partnership for Sustainable Communities; and

WHEREAS, the purpose of this partnership is to coordinate federal housing, transportation and environmental policies, programs and resources to help urban, suburban and rural areas and regions build more sustainable communities; and

WHEREAS, as part of this effort, on July 27, 2011, the U.S. Department of Housing and Urban Development issued a Notice of Funding Availability for a Sustainable Communities Regional Grant Program which will award up to \$5 million for the development and implementation of Regional Plans for Sustainable Development; and

WHEREAS, Regional Plans for Sustainable Development are intended to “integrate housing, land use, economic and workforce development, transportation, and infrastructure investments in a manner that empowers jurisdictions to consider the interdependent challenges of economic competitiveness, revitalization, social equity, inclusion, access to opportunity, energy use and climate change, public health, and environmental impact”; and

WHEREAS, a variety of stakeholders from the public, educational, and nonprofit sectors have come together to form the North Jersey Sustainable Communities Consortium to create and implement a Regional Plan for Sustainable Development for the NJTPA region; and

WHEREAS, the North Jersey Sustainable Communities Consortium includes NJTPA partners such as the Office of Planning Advocacy, Department of Transportation and NJ TRANSIT; and

WHEREAS, this project will build on New Jersey's solid foundation of pioneering sustainability policy to develop a strategic, place-based, transit-oriented plan for sustainable and equitable development in NJTPA region of New Jersey; and

WHEREAS, this plan will provide a unified vision for sustainable development in the region that integrates housing, economic development, workforce development and transportation goals, seeks to optimize the investments of multiple agencies and the private sector while also addressing regional disparities; and

WHEREAS, the planning process to be undertaken will utilize a collaborative leadership approach that engages a broad and cross-cutting consortium of regional and local stakeholders in the problem-solving and decision-making process and seeks to maximize the participation of traditionally underserved populations; and

WHEREAS, this effort will also include significant community outreach and public education as well as the development of a diverse set of local "lead-by-example" demonstration projects designed to showcase key aspects of regional plan implementation and create "success stories."; and

WHEREAS the U.S. Department of Housing and Urban Development requires the North Jersey Transportation Planning Authority, Inc., (as the MPO for northern NJ), to participate in any application for this program from the 13-county northern New Jersey region and further requires the North Jersey Transportation Planning Authority, Inc. to participate in the applicant consortium in the development and implementation of a Regional Plan for Sustainable Development should a grant be awarded through this program; and

WHEREAS the U.S. Department of Housing and Urban Development requires the North Jersey Sustainable Communities Consortium to designate a lead applicant among its participating partners for the purposes of submitting the application to HUD, and, if the consortium is selected for funding, shall execute the cooperative agreement with HUD and assume fiscal responsibility for the grant on behalf of the consortium;

NOW, THEREFORE, BE IT RESOLVED, that the North Jersey Transportation Planning Authority, Inc., hereby endorses the application for a Regional Plan for Sustainable Development for the NJTPA Region as part of the HUD Sustainable Communities Regional Grant Program.

BE IT FURTHER RESOLVED, that, should a grant under this program be awarded to the North Jersey Sustainable Communities Consortium, the North Jersey Transportation Planning Authority, Inc., commits to participation in development and implementation of a Regional Plan for Sustainable Development.

BE IT FURTHER RESOLVED, that the North Jersey Transportation Planning Authority authorizes the Edward J. Bloustein School of Planning and Public Policy at Rutgers University to act in a representative capacity as lead applicant with HUD on behalf of all members of the consortium and to assume fiscal and administrative responsibility for ensuring that the consortium's program is carried out in compliance with HUD requirements.

BE IT FURTHER RESOLVED, that a copy of this Resolution be sent to the members of the North Jersey Sustainable Communities Consortium and to FHWA, FTA, HUD and EPA.

This Resolution shall take effect this 12th day of September, 2011.

RESOLUTION #A-593: APPROVAL OF THE FY 2012 NJTPA LOCAL SAFETY PROGRAM AND THE HIGH RISK RURAL ROADS PROGRAM PROJECTS

WHEREAS, the North Jersey Transportation Planning Authority (NJTPA), Inc. is the Metropolitan Planning Organization (MPO) responsible for updating the Transportation Improvement Program (TIP) for the northern part of New Jersey as required by 23 CFR 450; and

WHEREAS, the NJTPA Local Safety Program was established in 2004 to provide an opportunity for the NJTPA's fifteen subregions to apply for federal funding for the construction of safety projects on county and local roads that can be implemented quickly; and

WHEREAS, the High Risk Rural Roads Program provides an opportunity for its member fifteen subregions to apply for federal funding for the construction of "quick-fix" safety projects on rural road segments identified with crash rates that exceed the statewide average; and

WHEREAS, \$2 million in federal STP-SY (safety) funding augmented by \$1 million in STP-NJ funding for the FY 2012 Local Safety Program and \$1.24 million in federal STP-SY (safety) funding for the FY 2012 High Risk Rural Roads Program will be included in the FY 2012 TIP; and

WHEREAS, all fifteen subregions received a solicitation notification in December 2010 inviting them to submit applications for both programs for FY 2012; and

WHEREAS, the NJTPA received fourteen Local Safety Program applications from nine subregions and four High Risk Rural Roads applications from three subregions; and

WHEREAS, in order to be eligible for funding in FY 2012 (which begins October 1, 2011), plans, specifications and estimate approval must be completed and submitted to NJDOT no later than June 15, 2012, in order for the necessary federal authorizations to be received well in advance of the milestone date of August 15, 2012 as the final day for FHWA to receive authorization packages from NJDOT; and

WHEREAS, the intent of the Local Safety Program and High Risk Rural Roads Program is to address locations with demonstrated safety needs with countermeasures that will result in specific safety improvements; and

WHEREAS, priority is given to Local Safety Program projects that address high priority safety needs, whether they were identified by the NJTPA Regional Safety Priorities Update study, NJDOT Roadway and Intersection Improvement Programs, or through other analysis of crash history information; and

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

WHEREAS, a Technical Review Committee comprised of planners and engineers from Central Staff and the NJDOT have reviewed all applications and recommended the attached six projects for the Local Safety Program, and two projects for the High Risk Rural Roads Program based on the established criteria; and

WHEREAS, the recommended Local Safety Program projects address NJTPA and/or NJDOT derived high priority locations or other locations substantiated by the sponsor that are supported with detailed crash data, and will be in a construction-ready state so as to be able to meet the schedule needed to receive federal funding authorization well in advance of August 15, 2012; and

WHEREAS, the recommended High Risk Rural Roads projects address eligible High Risk Rural Road segments, are supported with detailed crash data, and will be in a construction-ready state so as to be able to meet the schedule needed to receive federal funding authorization well in advance of August 15, 2012; and

NOW, THEREFORE, BE IT RESOLVED, that the North Jersey Transportation Planning Authority hereby approves the attached list of Local Safety Program projects and High Risk Rural Roads projects to be funded for FY 2012.

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

BE IT FURTHER RESOLVED, that copies of this resolution be forwarded to the New Jersey Department of Transportation, Federal Highway Administration and to the Counties of the selected applicants for both programs.

This resolution shall take effect this 12th day of September, 2011.

**Recommended Projects for the FY 2012
Local Safety Program
Primary Funding List A**

1.) Essex County – Town of East Orange, City of Orange - Park Avenue (CR 658) and North/South Oraton Parkway and Park Avenue and Park Street Intersections

Improvements to two (2) intersections including new traffic signals, pedestrian countdown signals, signage, crosswalk striping

Funding recommendation: \$511,850

2.) Essex County – Township of Irvington - Springfield Avenue (CR 603) and Ellis Avenue Intersection

Single intersection improvement including modified lane designations, signage, crosswalk striping, new traffic signal, pedestrian countdown signals

Funding recommendation: \$441,850

3.) City of Jersey City - Summit Avenue Corridor Safety Improvements Phase II - 26 intersections

Twenty-six (26) intersection improvements (vary by location but generally include) ADA ramps, pedestrian countdown signals, traffic signal upgrades, signage, textured pavement crosswalks and striping, traffic cameras, U-post reflective sheeting

Funding recommendation: \$511,850

4.) Union County – Township of Union - Vauxhall Road (CR 630) and Valley Street (CR638)

Single intersection improvements including traffic signal upgrades, pedestrian countdown signals, crosswalk striping, possible signal retiming (addition of left-turn phases)

Funding recommendation: \$227,923

5.) Somerset County – Township of Franklin - Easton Avenue (CR 527) and Foxwood Drive

Single Intersection improvements including dedicated left-turn lane, traffic signal upgrades, pedestrian countdown signals, signage

Funding recommendation: \$282,850

6.) Passaic County – Borough of Ringwood - Skyline Drive (CR 692) Modified Roundabout at Greenwood Lake Turnpike (CR 511)

Single “Y” intersection to be replaced with a roundabout

Funding recommendation: \$511,850

7.) City of Jersey City – Summit Avenue Corridor Safety Improvements Phase I - 28 intersections

Twenty-eight (28) intersections improvements (vary by location but generally include) ADA ramps, pedestrian countdown signals, signage, crosswalk striping, textured pavement crosswalks, traffic cameras, traffic signal upgrade, U-post reflective sheeting

Funding recommendation: \$511,850

RECOMMENDED LOCAL SAFETY PROGRAM TOTAL: \$3,000,023

**Recommended Projects for the FY 2012
High Risk Rural Roads Program**

1.) Somerset County – Hillsborough Township - New Centre Road (CR 627) from Auten Road to Roycefield Road

Corridor improvements including high friction surface course, striping, bicycle safety grates

Funding recommendation: \$350,000

2.) Warren County – Franklin and Washington Townships – Asbury-Bloomsbury Road/Asbury-Anderson Road (CR 632)

Two (2) corridor section improvements including ultra-reflective signage, oversized warning signs, pavement markings, roadway delineators

Funding recommendation: \$238,000

3.) Hunterdon County – Borough of Milford & Township of Holland, Milford Mt. Pleasant Road (CR 519)

Single corridor improvements including high friction coarse, pavement markings, crosswalks, centerline rumblestrips , raised pavement markers, stormwater catch basin curb pieces, LED warning beacons

Funding recommendation: \$425,000

4.) Hunterdon County – Borough of Califon & Township of Lebanon, High-Bridge Califon Road (CR 513) and Main Street (CR 512)

Single Intersection improvements including pavement widening, left-turn lanes, sidewalks, striping, pavement markers

Funding recommendation: \$223,000

RECOMMENDED HIGH RISK RURAL ROADS PROGRAM TOTAL: \$1,236,000

**Recommended Projects for the FY 2012
for the Local Safety Program
Secondary Funding List B****

*** Recommended should additional funding become available during the course of fiscal year 2012 in the order/rank as listed below:*

1.) Bergen County – Borough of Fair Lawn, Fair Lawn Avenue Corridor Safety Improvements - 5+ Intersection improvements along Fairlawn Avenue (CR 76) from River Road (CR 507) to Saddle River Road (CR 79)

Corridor improvements including pedestrian countdown signals, curb bump-outs, solar powered pavement crosswalk delineators, pedestrian curb ramps, crosswalk striping, signage, traffic cameras

Funding recommendation: \$500,000

2.) Bergen County – City of Hackensack, Hackensack Pedestrian Safety Improvements - various locations

Twenty-two (22) Intersection improvements (vary by location but generally include) pedestrian countdown signals, handicap ramps, signage, LED traffic signal heads

Funding recommendation: \$500,000

3.) Somerset County – Borough of Somerville, North Bridge Street and Cliff Street (East/West) Intersection

Single Intersection improvements including new traffic signals, pedestrian countdown signals, striping, signage

Funding recommendation: \$173,000

4.) City of Newark - Market Street, Raymond Plaza East and Ferry Street Pedestrian Safety

Multi-point Intersection improvements including new traffic signals, signal pre-emption for buses and signal synchronization, new curb and sidewalks, advance warning signs

Funding recommendation: \$500,000

5.) Hudson County – Union City, Township of North Bergen, City of Jersey City, JFK Blvd (CR 501)

New 12" LED traffic signal heads at forty-one (41) intersections

Funding recommendation: \$385,000

REQUESTED FUNDING LIST B SUBTOTAL: \$ 2,058,000

RESOLUTION #A-594: APPROVAL OF FY 2012 NJTPA SELF-CERTIFICATION

WHEREAS, the Federal Highway Administration and the Federal Transit Administration issued the final Metropolitan Planning regulations on February 14, 2007 amending 23 CFR 450 and 49 CFR 613 to incorporate revisions to the Urban Transportation Planning Process; and

WHEREAS, the purpose of these regulations was to “increase flexibility at the State and local levels, reduce red tape, simplify administration of the planning process, and shift certain responsibilities from the Federal to the State and local level while maintaining an appropriate Federal oversight;” and

WHEREAS, the regulations call for a self-certification process to be established by States and Metropolitan Planning Organizations; and

WHEREAS, in order to comply with the certification requirement, the planning process must be consistent with Federal regulations and requirements identified in 23 CFR 450 and 49 CFR 613; and

WHEREAS, the Metropolitan Transportation Planning Process in the NJTPA region complies with 49 USC 5303 of the FTA Act concerning involvement of the appropriate public and private transportation providers; and

WHEREAS, the Metropolitan Transportation Planning Process in northern New Jersey is being carried out in conformity with all the requirements as set forth in the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) 23 USC 134; and

WHEREAS, a financial plan has been developed that demonstrates how the Transportation Improvement Program (TIP) can be implemented, indicates resources from public and private sources that can be reasonably expected to be made available; and

WHEREAS, the Metropolitan Transportation Planning Process in the NJTPA region complies with Title VI of the Civil Rights Act of 1964 and the Title VI assurance executed under 23 U.S.C. 324 and 29 U.S.C. 794; and

WHEREAS, the Metropolitan Transportation Planning Process in the NJTPA region complies with 49 CFR Part 26 regarding the involvement of disadvantaged business enterprises in FHWA and FTA funded projects; and

WHEREAS, the Metropolitan Transportation Planning Process in the NJTPA region complies with 49 USC 5303 and 49 CFR Part 27, which calls for special efforts to plan mass transportation facilities and services that can effectively be utilized by elderly and disabled persons and all regulations pertaining to the Americans with Disabilities Act of 1990, PL 101-33; and

WHEREAS, the Metropolitan Transportation Planning Process, as carried out by the NJTPA, complies with 23 CFR 450 and 49 CFR 613, including the preparation of:

- a Unified Planning Work Program (UPWP) which annually identifies and describes urban transportation activities, programs and projects to be undertaken during the course of the fiscal year;
- a Regional Transportation Plan (RTP) adopted by the NJTPA and revised as necessary, describing policies, strategies and facilities or changes in facilities proposed;
- a multi-year Transportation Improvement Program (TIP) which includes an annual element and is consistent with the Regional Transportation Plan; and

WHEREAS, the Metropolitan Transportation Planning Process, as carried out by the NJTPA, includes:

- consideration of air quality requirements;
- technical activities to the degree appropriate for the area and complexity of its transportation problems; and

WHEREAS, the Metropolitan Transportation Planning Process in the NJTPA area is being carried out in conformance with all applicable requirements of:

- 23 U.S.C. Section 134 and 49 USC 5303;
- The Clean Air Act (42 USC 7401 et. Seq.); and

WHEREAS, the North Jersey Transportation Planning Authority, Inc. (NJTPA) has been duly designated by the Governor of the State of New Jersey to be the official Metropolitan Planning Organization for northern New Jersey, according to the procedures set forth in 23 CFR 450.206; and

WHEREAS, the Metropolitan Transportation Planning Process in northern New Jersey covers, as a minimum, the urbanized area and the area likely to be urbanized in the period covered by the Regional Transportation Plan, as prescribed in 23 CFR 450.322; and

WHEREAS, the responsibilities and procedures for carrying out a cooperative process have been identified in detail in the NJTPA Unified Planning Work Program, which incorporates planning activities to be undertaken by local governmental units, Transportation Management Associations, NJDOT, the NJ Transit Corporation and the Port Authority of NY and NJ, as per 23 CFR 450.312; and

WHEREAS, all NJTPA member agencies (NJDOT, NJ Transit, PANYNJ, and member county and municipal governments) have endorsed and agreed to the conduct of such activities as listed in the UPWP.

NOW, THEREFORE, BE IT RESOLVED, that the North Jersey Transportation Planning Authority, Inc. hereby certifies that the requirements listed herein which govern the Metropolitan Transportation Planning Process in northern New Jersey are met in accordance with the guidelines set forth in 23 CFR 450 and 49 CFR 613.

NOW, THEREFORE, BE IT RESOLVED, that copies of this Resolution be forwarded to the FHWA, FTA, EPA, NJDOT, NJ Transit and NJDEP.

This Resolution shall take effect this 12th day of September, 2011.

RESOLUTION #A-595: APPROVAL OF THE FY 2012 – 2015 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND NJTPA’S REGIONAL AIR QUALITY CONFORMITY DETERMINATION ON THE FY 2012 TIP AND THE AMENDED PLAN 2035

WHEREAS, the North Jersey Transportation Planning Authority Inc. (NJTPA) is the Metropolitan Planning Organization (MPO) responsible for annually updating the Transportation Improvement Program (TIP) for the northern part of New Jersey as required by 23 CFR 450B and 49 CFR 613B; and

WHEREAS, citizens, private transportation providers and all interested parties have had an opportunity to participate and have their views considered in the development and adoption of the TIP; and

WHEREAS, this Program was developed based on the requirements as set forth in Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU); and

WHEREAS, the Program is consistent with regional and state plans and policies; and

WHEREAS, this Program includes Special Efforts for Senior and Disabled Persons as required by the Americans with Disabilities Act; and

WHEREAS, the North Jersey Transportation Planning Authority, Inc. (NJTPA) has incorporated air quality activities, as set forth in the Clean Air Act Amendments of 1990, into the ongoing planning process from which this Program was developed; and

WHEREAS, in order to comply with federal regulations for federal funding, the four-year TIP is fiscally constrained; and

WHEREAS, the projects contained in the FY 2012 – 2015 TIP represent the region’s priorities as set forth in the Regional Transportation Plan for Northern New Jersey: Plan 2035; and

WHEREAS, the United States Environmental Protection Agency (USEPA), under the authority of the Clean Air Act Amendments of 1990 (CAAA), has designated the northern New Jersey region as among the areas in the United States to be in non-attainment with the National Ambient Air Quality Standards (NAAQS) for ozone (measured by emissions of its precursors: nitrogen oxides (NOx) and volatile organic compounds (VOC)) and fine particulate matter (PM_{2.5}, along with its precursor, NOx) and a maintenance area for carbon monoxide (CO); and

WHEREAS, the transportation plans and programs developed by the North Jersey Transportation Planning Authority, Inc., are required to conform to the purposes of the State Implementation Plan (SIP) as stipulated in sections 174 and 176 (c) and (d) of the Clean Air Act (42 U.S.C. 7504, 7506 (c) and (d)); and

WHEREAS, the Federal Highway Administration (FHWA) and the USEPA issued an updated set of regulations in June 2010 (“Final Rule”), that prescribes the necessary emissions analysis and procedures to be performed on transportation plans and programs to determine their impact on air quality; and

WHEREAS, the Final Rule requires that the NJTPA determine that its transportation plans and programs conform with the CAAA requirements by meeting criteria described in the Final Rule, which include a detailed Conformity Determination; and

WHEREAS, the Conformity Determination is the outcome of intensive modeling, interagency consultation, and a public outreach process in accordance with the prescriptions of the Final Rule; and

WHEREAS, the results of the required emissions analysis of the Regional Transportation Plan and the FY 2012 – 2015 TIP show that the implementation of the projects contained therein will result in emissions of CO, VOC, NO_x, and PM_{2.5} in each analysis year that are less than the appropriate “Emissions Budgets” contained in the SIP thus meeting the tests for the northern New Jersey maintenance and non-attainment areas;

NOW, THEREFORE, BE IT RESOLVED, that the North Jersey Transportation Planning Authority, (NJTPA) hereby approves the FY 2012 – 2015 Transportation Improvement Program (TIP) and the NJTPA’s Regional Air Quality Conformity Determination on the FY 2012 TIP and the Amended Plan 2035.

BE IT FURTHER RESOLVED, that copies of this Resolution, TIP and accompanying Conformity Determination be forwarded to the FHWA, FTA, EPA, NJDOT, NJ Transit and NJDEP.

This Resolution shall take effect this 12th day of September, 2011.