



**NORTH JERSEY TRANSPORTATION PLANNING AUTHORITY, INC.**

**PETER PALMER, CHAIRMAN**

**AGENDA**

**Tuesday, July 11, 2017**

**10:00 AM**

Neshanic Valley Golf Course  
2301 South Branch Road  
Neshanic Station, NJ 08853  
(Directions Attached)

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- A. Open Public Meetings Act Compliance
- B. Salute to the Flag
- C. Roll Call
- D. Approval of Minutes
- E. Chairman's Remarks
- F. Presentation: Connecting Planning, Economic Development, Workforce Development and Tourism to Support Vibrant Communities – Michael V. Kerwin, President and CEO, Somerset County Business Partnership and Walter Lane, Director of Planning, Somerset County Planning Division
- G. Executive Director's Report
- H. Committee Reports/Action Items\*
  - Project Prioritization – Freeholder Angel Estrada, Chair
    1. Minor Amendment to the FY 2016 – 2019 Transportation Improvement Program to Add Federal Funds to NJ TRANSIT's System Repairs/Restoration Program (Attachments H.1.a., H.1.b.)
    2. Three Minor Amendments to the FY 2016 – 2019 Transportation Improvement Program to Add Federal Funds to Projects on Route 1 (Middlesex County), Route 181 (Morris County) and the Route 206 Bypass (Somerset County) as requested by New Jersey Department of Transportation (Attachments H.2.a., H.2.b.)

\* Following the Committee Reports, there will be an opportunity for public comment prior to any Action Item vote.

3. Two Minor Amendments to the FY 2016 – 2019 Transportation Improvement Program to Add the Schooleys Mountain Bridge Rehabilitation (Morris County) and Johnston Avenue Road Improvements (Jersey City)(Attachments H.3.a., H.3.b.)
  4. Minor Amendment to the FY 2016 – 2019 Transportation Improvement Program as Requested by the Port Authority of New York & New Jersey to add the Port Jersey Second Lead Track Project (Attachments H.4.a., H.4.b.)
  5. Minor Amendments and Modifications to Eight Projects in the FY 2016 - 2019 Transportation Improvement Program as Requested by the Port Authority of New York & New Jersey to Use Disaster Relief and Resilience Program Funding (Attachment H.5.a., H.5.b.)
  6. Approval of Projects for the 2016 Transportation Alternatives Program (Attachment H.6.a., H.6.b.)
- Planning and Economic Development – Freeholder Matthew Holt, Chair
  - Freight Initiatives – Freeholder Kathy DeFillippo, Chair
  - Federal Policy Update – Freeholder Matthew Holt
- I. Public Participation
  - J. Time and Place of Next Meeting: The next meeting of the NJTPA will be held on September 11, 2017 at 10:00 a.m. at the NJTPA, One Newark Center, Newark, NJ 07102, 17<sup>th</sup> Floor.
  - K. Adjournment

## **Directions to Neshanic Valley Golf Course**

2301 S. Branch Road,  
Branchburg, NJ 08853

### **From the North East**

Take I-78 West to exit 29 toward Route 202 South/Route 206 South/Somerville. Merge onto I-287 South. Use the left lanes to take exit 17 to merge onto Route 202 South/Route 206 South toward Route 22 West/Somerville/Flemington. Continue on Route 202 South.

From Route 202 South, make a left onto Chubb Way (Route 646). Chubb Way will merge with South Branch Road (Route 567). Neshanic Valley Golf Course is three miles on the left.

### **From the North West**

Take Route 206 South to I-287 South. Use the left lanes to take exit 17 to merge onto Route 202 South/Route 206 South toward Route 22 West/Somerville/Flemington. Continue on Route 202 South.

From Route 202 South, make a left onto Chubb Way (Route 646). Chubb Way will merge with South Branch Road (Route 567). Neshanic Valley Golf Course is three miles on the left.

### **From the East**

Take I-287 North, use the left lanes to take exit 14B to merge onto Route 22 toward Route 202/Route 206/Clinton. Take Route 22 west to Route 202/Route 206 South via the ramp to Flemington/Princeton. Continue on Route 202 South.

From Route 202 South, make a left onto Chubb Way (Route 646). Chubb Way will merge with South Branch Road (Route 567). Neshanic Valley Golf Course is three miles on the left.

### **From the West**

Take I-78 East to exit 26 toward Lamington/Somerset County 523 Spur/N Branch. Turn right onto Rattlesnake Bridge Road, which becomes Lamington Road. Turn left onto Route 28 East. Turn right on Station Road. Turn left on River Road and continue to Route 202 South. Turn Right on Route 202 South.

From Route 202 South, make a left onto Chubb Way (Route 646). Chubb Way will merge with South Branch Road (Route 567). Neshanic Valley Golf Course is three miles on the left.

### **From the South**

Take Route 206 North. Turn left onto Belle Mead-Blawenburg Road (Route 601). Turn right onto East Mountain Road. Turn left onto Amwell Road (Route 514). Turn right onto River Road (Route 567). Turn right onto South Branch Road (Route 567). Neshanic Valley Golf Course is about a mile on the right.



Peter S. Palmer, Chair  
Mary K. Murphy, Executive Director

## PETER PALMER, CHAIR

### MINUTES

May 8, 2017

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Chairman Peter Palmer, Freeholder, Somerset County, welcomed new members to the Board – Citizens Representative Jamie LeFrak, his alternate Kostas Svarnas and Freeholder B. J. Kowalski, Board alternate from Union County. He noted that the Freeholder is a colleague of his on the Raritan Valley Rail Coalition.

#### A. Open Public Meetings Act Compliance

Chairman Palmer called the meeting to order at 10:00 a.m. Beverly Morris reported that, in accordance with the Open Public Meetings Act, Chapter 231, P.L.1975, adequate notice of this meeting had been forwarded to the *Star Ledger*, the *Asbury Park Press*, the *Courier News*, the *Daily Record*, the *Home News Tribune*, the *Jersey Journal*, *New Jersey Herald*, and *The Record*. It was posted in the Essex County Hall of Records, Newark, New Jersey, and on the bulletin board of the Lieutenant Governor, Trenton, New Jersey.

#### B. Salute to the Flag

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

#### C. Roll Call

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

#### D. Approval of Minutes

A motion to approve the minutes of the March 13, 2017 meeting was made by Ocean County, seconded by Union County and carried unanimously.

#### E. Chairman's Remarks

Chairman Palmer said the NJTPA had not yet received the draft Transportation Capital Program (TCP) from the New Jersey Department of Transportation (NJDOT). He said Central Staff is in close communication with the Department on the status of the program and will work quickly to

process the information as soon as it is received. He alerted the Board that this may affect the schedule for the adoption of the NJTPA Transportation Improvement Program (TIP) and Regional Transportation Plan (Plan 2045), scheduled for Board approval in September.

The Chairman noted that there is still no additional information on the Annual Transportation Capital Program Approval Committee created in the New Jersey Transportation Trust Fund (TTF) renewal legislation. He said this and other issues have created uncertainty about this year's funding exchange of federal and state dollars.

Chairman Palmer said that trans-Hudson capacity is the most important transportation priority for the region and the country, pointing out that the infrastructure is nearing the end of its useful life. He said the 106-year-old tunnels under the river were seriously damaged by Superstorm Sandy and the power system is aging and unreliable. The Chairman said the Hudson River Tunnels and the Gateway project have massive ramifications for the region, the state and the U.S. economy.

The Chairman noted a few key points that emerged from the "Crossing the Hudson" discussion at the recent Regional Plan Association Regional Assembly: the immediate priority must be to advance the Hudson River tunnel project and the replacement of the Portal Bridge for reliability and redundancy in the trans-Hudson network and allow for the closure and repair of the existing tunnels. Also, the Chairman said dramatic improvements are needed at Penn Station New York to better accommodate New Jersey riders. He said New York's plans for the new Moynihan Station in the Farley Post Office building have limited benefits for New Jerseyans, who will still have to traverse the cramped, crowded platforms of the current Penn Station. He said one intriguing idea calls for the construction of a new Madison Square Garden near the Farley building to allow the structural skeleton of the existing Garden to house a new Penn Station, with the tracks below opened up underneath a 150-foot-plus high ceiling. The Chairman said, while this proposal alone may not solve all the trans-Hudson problems facing New Jersey commuters, it is an example of the kind of big picture, innovative thinking that is needed to tackle this challenge.

The Chairman pointed out that the current estimated cost for the full Gateway project is \$23 billion, and he is hopeful that a tangible federal commitment to address these needs will emerge in whatever infrastructure package the President and Congress propose.

Chairman Palmer next spoke about the NJTPA's Local Safety and High Risk Rural Roads (LS/HRRR) Programs, which he said have proven to be a great success and benefit to the region over the past decade, making travel safer for those who live and work in the region. The projects are preventing injuries and saving lives. He said over 120 projects have been accepted into the program since it began in 2004. These projects range from high-friction resurfacing on sharp curves on rural roads, to modern roundabouts at busy local intersections, to new crosswalks, signals and activation signals on the busiest urban streets. All LS/HRRR projects are relatively low-cost, quick-fix projects with a high impact; they are selected based on a data-driven process that identifies key locations for safety improvements, and they are the product of cooperation between the federal funding partners at Federal Highway Administration (FHWA), NJDOT, the subregions and the NJTPA.

The Chairman asked for comments from NJDOT and NJ TRANSIT. Eric Powers, NJDOT, acknowledged the Chairman's concern about the TCP and said it is expected to be issued the week of May 22<sup>nd</sup>. Mr. Powers said that, without a federal budget in place for the next fiscal year, NJDOT was nearing the end of available funding, but the recent continuing budget resolution passed by Congress provides for federal transportation funding for the balance of this year, and NJDOT is now obligating projects and getting work out.

Jeremy Colangelo-Bryan, NJ TRANSIT, clarified that while NJ TRANSIT is leading the current environmental work for the Hudson Tunnel Project, the project sponsor for final design and construction is still to be determined. He reported that NJ TRANSIT and the Long Island Railroad met recently to discuss this summer's coming work at Penn Station New York, which will result in a reduction of available slots for incoming trains during peak hours. He said they will try to minimize the impact on customers as much as possible. In answer to a question from Chairman Palmer, Mr. Colangelo-Bryan said the work will take place over the summer.

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

NJTPA Executive Director Mary K. Murphy provided a presentation about the NJTPA's region-wide effort to get public input on Plan 2045: Connecting North Jersey, the region's long-range transportation plan. She said Central Staff has been working with a consultant and subregional staff to coordinate outreach to all 15 subregions. The effort involves comments via an online survey and using new and innovative techniques to reach out to new audiences. She said, at only the halfway point of the outreach schedule, the team has already heard from almost 2,000 people from all walks of life, who have been eager to offer their views on everything from their daily commute to much larger issues facing the region, like the economy and the environment.

Ms. Murphy said that while the outreach effort includes some traditional public meetings, the team also is going to popular local events in several subregions to take advantage of the large, diverse crowds that they attract. She said, at most events, the outreach team is getting feedback from 200 or more people, proving this approach to be a good way to reach out to a large cross-section of people. She provided details on some events: Chairman Palmer joined outreach staff at the Downtown Somerville Arts & Crafts Fair and County; Executive Tom DeGise appeared at Hudson County's Earth Day Fair in Liberty State Park; First Vice Chair Angel Estrada and Board Alternate Freeholder BJ Kowalski appeared at the Wild Earth Fest in Union County; NJTPA Secretary Kathy DeFillippo was at the Chester Food Truck Festival in Morris County; Essex County Executive Joe DiVincenzo, Third Vice Chair, joined the outreach team at Bloomfest in Branch Brook Park; Freeholder Tom Arnone and Board Alternate County Administrator Teri O'Connor and staff were at the "Made in Monmouth" event in West Long Branch.

Ms. Murphy said other events included a table at Garden State Plaza mall in Bergen County, and more events are planned for Hunterdon, Middlesex, Ocean, Passaic, Sussex and Warren counties and Newark and Jersey City. In addition to outreach efforts in each subregion, the team has been collecting feedback at conferences and meetings of transportation groups including the NJ Bike Walk Summit, New Jersey APA, TransAction, the Somerset County Planning Partners Forum,

Union County Transportation Advisory Board, the Central Jersey Transportation Forum. She said the annual NJAC conference and the Workforce Development Board Summit are next.

Ms. Murphy said specialized outreach was developed to reach a diverse and broad range of residents, including groups that were often under-represented in the past, such as young people, low-income residents and those with limited English. She said that reaching them has involved some particularly innovative approaches carried out with the help of the Voorhees Transportation Center at Rutgers University. One effort is the “Set the Table” initiative for young adults, where twenty five outreach hosts ages 18 to 29 who live in the NJTPA region were recruited to host meals for their friends and lead discussions on the topics from the Plan 2045 survey, namely Great Places, Safety, Resiliency, Getting Around, Technology, Environment, and the Economy. Almost 150 people participated. Ms. Murphy said that Rutgers also worked to gather input from limited English proficiency speakers by presenting at ESL classes in the region, reaching 170 people.

Ms. Murphy noted that another technique targets children in elementary and middle school – the future residents and taxpayers who will live with the decisions made today. She said the “kid-friendly” approach has been to launch “NJTPA On Air,” an interactive radio booth where children record their thoughts on the future of transportation. In the area of social media tools, Ms. Murphy said that Facebook and Instagram ads have led thousands of people to the Plan 2045 survey website as well.

Ms. Murphy thanked everyone who has participated in the ongoing outreach. She said creating Plan 2045 is more than just a requirement for receiving federal funds; it is also how the NJTPA can chart a positive course for the region for decades to come.

Ms. Murphy reported that the NJTPA held an extremely well-attended symposium on Smart Cities and Transportation in April. The symposium featured presentations and discussions about how new and emerging technologies will affect the future of transportation. The session also provided important guidance for the development of Plan 2045. Presentations from the event are available on the NJTPA website.

Ms. Murphy reported that the annual TransAction Conference in Atlantic City drew about a thousand transportation professionals, elected officials, business people and others, and the NJTPA played an active role. NJTPA Board members including Chairman Palmer, Freeholder Holt, Freeholder DeFillippo, and Freeholder Bartlett moderated conference sessions on freight, federal transportation policy, human services transportation, workforce and transportation, pedestrian safety, and MPO coordination. The NJTPA also led a session with two past NJDOT commissioners, who shared their experiences, insights, and suggestions for moving forward. Staff participated in other panels, including a showcase of several NJTPA online planning tools. She thanked the Board members and staff who participated in the conference.

Ms. Murphy reported that the Transportation Management Associations (TMAs) have been busy coordinating the spring Street Smart campaigns. In April, TransOptions conducted campaigns in Dover and Morristown, and HART TMA had a campaign in Flemington. In May, EZ-Ride is conducting a Street Smart campaign in Cranford, and Cross County Connection is conducting a

corridor campaign along Route 130 in Burlington County, which has been called the most dangerous road in the state because of the high number of fatal crashes. The NJTPA is also working on a corridor campaign along Bloomfield Avenue in Essex County, and Bloomfield will host the campaign's kick-off event on May 9<sup>th</sup>, joined by representatives from the other towns along the corridor. The campaign will stretch nine miles from Bloomfield to West Caldwell and also includes Glen Ridge, Montclair, Verona and Caldwell. Ms. Murphy thanked Andy Anderson at the Essex County Public Safety Academy for helping to coordinate the campaign and the Essex County Sheriff's Department for participating. She said this summer's campaign on Long Beach Island will begin on June 28<sup>th</sup>, and police officers from Long Beach Island and Surf City will demonstrate the HAWK (High-intensity Activated Crosswalk) system. Throughout the busy summer season, the Street Smart messages will be delivered through street teams, signs, posters, advertising at NJ TRANSIT stations, coasters, coffee sleeves and social media.

Ms. Murphy announced that the annual audit for the NJTPA's FY 2016 Unified Planning Work Program was completed recently. The Independent Auditors Report was issued in March, with no findings or questioned costs being reported.

Ms. Murphy noted that Staff continues to engage in several Together North Jersey activities.

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

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

Freeholder Angel Estrada, Union County, recognized his colleague Freeholder Kowalski, and said, as an active member of the Raritan Valley Railroad Coalition, she advocates strongly for a one-seat ride to Manhattan and brings a good deal of transportation expertise to the NJTPA Board.

The Freeholder said the Committee considered four action items since the last Board meeting, two of which are on the day's agenda.

Approval of a minor amendment to the Fiscal Year (FY) 2016-2019 TIP. Essex County has requested programming \$500,000 in repurposed congressionally designated funds for Fiscal Year 2017. These funds will be used for construction of the Main Street and Scotland Road Intersection Improvements project, located in the City of Orange. This funding was released through the Consolidated Appropriations Act of FY 2016.

Approval of a minor amendment to the TIP to add federal funds for rail station and terminal improvements as requested by NJ TRANSIT. This minor amendment would program \$3.65 million in federal Section 5339 funds into Fiscal Year 2017 for improvements at Newark Penn and Frank Lautenberg Stations.

The Freeholder said that the Committee also approved two items that do not require further action.

At the request of NJDOT, the Committee approved a modification to the TIP to reprogram \$7.5 million and add \$13.7 million of National Highway Performance



Program funds in Fiscal Year 2017 for the construction of the Route 34, Colts Neck Intersection Improvements project in Monmouth County.

The Committee accepted the 2017 financial plan update for the Route 280, Route 21 Interchange Improvements project. Freeholder Estrada explained that, federal regulations require that financial plans be prepared and updated annually for projects with a total cost of \$100 to \$500 million dollars. This year's plan update reflects an increase of \$264,000, due to final costs for Right-of-Way acquisition, bringing the total project cost to approximately \$137 million.

Freeholder Estrada said the NJTPA is very proud of the work it is doing with NJDOT and the subregions through the highly successful Local Safety and High Risk Rural Roads Programs. He said, as these programs have grown in terms of the increasing number and size of projects and the areas covered, a required review was conducted by FHWA and NJDOT on April 5<sup>th</sup>. The process review was conducted through interviews and a desk audit, and 12 subregions participated. He thanked the subregions for taking part. A draft report on the review is expected by early June.

The Freeholder noted that, at the request of NJDOT, the Committee will hold a teleconference on Monday, May 15<sup>th</sup> to consider a TIP modification for the addition of funds to the Bridge Deck/Superstructure Replacement Program. He said the action is necessary to allow four bridge projects in the region to advance to construction.

**Action Item 1: Minor Amendment to the FY 2016-2019 TIP to Add the Main Street & Scotland Road Intersection Improvements project as Requested by Essex County (Attachment 2)**

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

**Action Item 2: Minor Amendment to the FY 2016-2019 TIP to Add Federal Funds for Rail Station and Terminal Improvements as Requested by NJ TRANSIT (Attachment 3)**

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

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

Freeholder Holt said he was pleased to honor Chairman Palmer at the TransAction lunch for his more than fifty years of service to his local community, his county and to transportation in the region.

The Freeholder said the Committee considered one action item at the April meeting – approval of a Memorandum of Understanding (MOU) for the coordination of transportation planning activities in the multi-state metropolitan region.

Freeholder Holt explained that the MOU would revise and replace a 2008 MOU developed in response to recommendations from FHWA and the Federal Transit Administration. The agreement formalizes how the participating Metropolitan Planning Organizations (MPOs) and Councils of Government in the multi-state metropolitan area that spans state boundaries will continue to coordinate development of transportation planning documents; exchange data and information; and collaborate on planning issues affecting the entire region.

The Freeholder said that the agreement is being updated now to reflect a number of developments in recent years: Connecticut has reorganized its MPOs and Regional Councils, several of which now have new boundaries and names; USDOT has put more emphasis on MPO coordination in recent years; and neighboring MPOs in Lehigh Valley, Pennsylvania and Orange County, New York have asked to formally join the Metropolitan Area Planning (MAP) Forum, reflecting their increased interest in collaboration on planning issues.

Freeholder Holt reported that, also at the March joint meeting, Central Staff updated the Committee on the development of Plan 2045. In addition to the public outreach efforts described earlier by Ms. Murphy, Central Staff is working with a consultant to assess future scenarios related to the Together North Jersey themes of Competitive, Resilient, Livable and Efficient. The scenario modeling will yield an updated Regional Capital Investment Strategy to guide future decision making. This will include target investment allocations in various categories such as road maintenance and transit expansion and related principals such as the need for safety and resiliency to be considered in all project designs.

The Freeholder said Central staff is also working with another consultant to develop a financial element for the plan, which will consider the impacts of three levels of funding – a baseline level, which just keeps pace with inflation and presents serious challenges in meeting the needs of growing population; a reasonably expected level of funding, which will allow for limited but steady progress; and an aspirational level of funding that would allow considerable expansion of regional mobility.

Freeholder Holt welcomed input from the Board and the public through the outreach events and online survey. He said the formal public comment period and an official public meeting on the draft plan are planned for July-August, and Board adoption is slated for September.

**Action Item 3: Approval of a Memorandum of Understanding for Coordination of Transportation Planning Activities in the Multi-State Metropolitan Region**  
(Attachment 4)

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

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

Committee Vice Chair Freeholder John Bartlett, Passaic County, said the meeting focused on freight railroad activities in the region, and the Committee heard four presentations. First they were joined by Rick Crawford, Norfolk Southern Director of Public Projects and Government

Relations. Mr. Crawford said that the railroad has faced significant challenges over the last year, such as fending off a hostile merger and seeing its coal franchise decline. Nevertheless, he reported that Norfolk Southern has grown over the past year while streamlining its system and investing in a wide variety of operations and infrastructure improvements. Mr. Crawford said the railroad has invested over \$250 million in New Jersey over the last several years. He also reported that Norfolk Southern has created a new route, called Premier Corridor, which is a double-track corridor that runs 900 miles from Chicago to Northern New Jersey, serving consumer-rich markets and providing shippers with a gateway to world markets.

Freeholder Bartlett said the next speaker was Rodney Oglesby, CSX Resident Vice President, State Government & Community Affairs for New York City, New Jersey and Pennsylvania. Mr. Oglesby said CSX competes with Norfolk Southern, carrying a variety of consumer products and industrial commodities to New Jersey, and it is also seeing a decline in its coal and oil transport business. He noted that the railroad operates and maintains nearly a thousand miles of track in New Jersey and has invested more than \$5.5 million in its New Jersey network in 2015. Mr. Oglesby focused his remarks on the CSX “recruit, retain, expand” approach to industrial development, which includes soliciting new companies to be served by rail; relocating current customers and facilities where necessary; and expanding existing rail infrastructure to meet changing rail needs.

Freeholder Bartlett said the third speaker was Adam Baginski, Conrail Manager of Engineering Services. Conrail is a shared asset of Norfolk Southern and CSX that serves as a switch carrier, moving customers’ freight shipments between their own rail sidings and long distance freight trains. Mr. Baginski highlighted a variety of projects that executed since 2008 that are designed to maximize network performance. They include clearance improvements, track reconfiguration, enhanced signaling, and bridge remote control. Mr. Baginski also discussed three upcoming near-term projects that will be required to handle additional traffic generated by Greenville Yard. The Waverly Loop project is a new double-track connection between the Greenville Running Tracks and the Passaic and Harsimus Line. In addition, Conrail will be adding up to four new tracks in Oak Island Yard. The third near-term project discussed at the meeting will add a second main track to the Passaic and Harsimus Line in South Kearny.

The Freeholder said the Committee also heard from Charlie Cunningham, Port Authority of New York & New Jersey (PANYNJ) Manager of Intermodal Rail Development. Mr. Cunningham briefed the Committee on the Port Authority’s ExpressRail system, which is a comprehensive \$600 million rail program that has created dedicated rail facilities for each of the port’s major container terminals. There are currently three ExpressRail facilities—including Port Newark, Port Elizabeth, and Staten Island. A fourth will become operational at Bayonne in 2018. Mr. Cunningham said the ExpressRail system represents a substantial investment in rail infrastructure by the PANYNJ, and it is estimated that, at full capacity, the system will take two and a quarter million trucks off the road every year.

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

Freeholder Holt reported that, thanks to a strong bipartisan effort in Congress, the federal MPO coordination rule, which was finalized in December, is on its way to repeal. The rule called for a massive change in MPO coordination and planning area reform, and was largely opposed by many of the nation's MPOs and other national organizations who found the rule to be problematic, with potentially disastrous ramifications for regional planning. He noted that the rule was intended to fix a problem that didn't exist in most regions, particularly North Jersey, where there is a long-standing history of coordination with neighboring MPOs.

Freeholder Holt said, that on April 27<sup>th</sup>, the full House of Representatives approved legislation to repeal the rule by a vote of 417-3. This came after unanimous approval by the House Transportation & Infrastructure Committee, and 100-0 approval in the Senate. He said the President is expected to sign the bill very soon.

The Freeholder reported also that things appear to be in flux concerning U.S. Department of Transportation performance measure rules. The effective date for the rules, which would implement the various performance measurement requirements of MAP-21 and the FAST Act, has been pushed back to May 20<sup>th</sup>. He said this is the second delay on these rules by the current administration, but no major changes to the performance measure rules are expected.

In the area of federal transportation funding, Freeholder Holt said the administration recently stated that the proposed final budget would include \$200 billion for transportation and that these funds would generate a total investment of \$1 trillion in infrastructure by attracting additional private investment. However, he said, the administration has not yet released any details of its infrastructure plan. Many thought the President's tax reform proposal would include an infrastructure funding package, but when the plan was released recently, it did not.

Freeholder Holt noted that Congress passed a continuing resolution that will keep the federal government running at current funding levels until September 30<sup>th</sup>.

## **I) Public Participation**

Neille Weissman, Complete George, took issue with the PANYNJ plans for the George Washington Bridge (GWB) pedestrian/cycling paths and the omission of cycling issues from its recent Trans-Hudson Commuting Capacity study. He detailed safety issues associated with the current 7-foot width of the paths and indicated that many organizations, businesses and elected officials are calling for wider paths on the bridge. Mr. Weissman said the PANYNJ will spend \$2 billion dollars on the Restore the George project, but leave the paths with less capacity than they had in 1931, with a configuration he said does not adequately serve cyclists, runners or pedestrians.

Tim Sevenser, Transit Village of Mount Tabor and member of New Jersey Association of Rail Passengers (NJARP) and the Lackawanna Coalition, said both organizations oppose a proposed PATH extension to Newark International Airport because it would not significantly improve

Newark Airport transit access for most North Jersey residents, and he called for improved access from the west and north in New Jersey, not from New York, which, he said, already has easy access to the airport.

Mr. Sevenser said the NJARP also opposes the proposed new PANYNJ bus terminal west of the existing terminal in Manhattan. He said the PANYNJ should invest instead in expanding the #7 Subway Line to Secaucus as a more efficient alternative for cross-Hudson capacity. He said the NJARP and Lackawanna Coalition oppose a proposal by Morris County to convert into bike trails some rail lines that can be used for green transit in the future. He said all rail needs to be preserved for potential transit connections. Mr. Sevenser also said more train cars are needed to restore alternative service at Hoboken. Finally, Mr. Sevenser proposed the installation of rail along the lower level of the George Washington Bridge for redundant capacity.

Ellen Jaffee, a resident of lower Manhattan and past President of the New York Cycle Club, called on the NJTPA to encourage the PANYNJ to engage a consultant to develop a plan to make more improvements than currently planned to the GWB paths to better realize their potential as a destination for tourists and local citizens seeking to enjoy the natural vistas and the view of the New York City skyline. She compared this potential to New York City's Highline Park in terms of being an engine for growth. Ms. Jaffee said that, as designed, the paths are disappointingly narrow, with cage-like bars and diminished views.

#### **J) Time and Place of Next Meeting**

Chairman Palmer announced that Somerset County will host the next meeting of the NJTPA in July at a specific date, time and location to be determined.

#### **K) Adjournment**

The meeting was adjourned at 11:20 a.m.

## Attachment 1

**NORTH JERSEY TRANSPORTATION PLANNING AUTHORITY, INC.**  
**Meeting of the Board of Trustees**  
**Attendance Record: May 8, 2017**

<b>Subregion/Agency</b>	<b>Voting Members/Alternates</b>	<b>Staff &amp; Others</b>
Bergen County	Peter Botsolas	
Essex County	Not represented	
Hudson County	Megan Massey	
Hunterdon County	Hon. Matthew Holt	
Jersey City	Marcos Vigil	
Middlesex County		George Ververides
Monmouth County		Joseph Ettore
Morris County	Gerald Rohsler	
Newark	Phillip Scott	Uzoma Anukwe Kimberly Singleton
Ocean County	Hon. John Kelly	John Ernst
Passaic County	Hon. John Bartlett	
Somerset County	Hon. Peter Palmer	Ken Wedeen
Sussex County	Tom Drabic	
Union County	Hon. Angel Estrada Hon. B. J. Kowalski	Liza Betz
Warren County	David Dech	
Governor's Office	Labinot Berljolli	
NJDOT	Eric Powers	
NJ TRANSIT	Jeremy Colangelo-Bryan	
Port Authority of NY & NJ	Lou Venech	
Citizen's Representative	Jamie LeFrak Kostas Svarnas	

<b>Other Attendees</b>	
Jim Beattie	AECOM
Anna Aleynick	AECOM
Jim Yeager	Baker
Neile Weissman	Complete George
Debra Dalrymple	D. F. Gibson
Rick Menino	Dewberry
Bob Werkmeister	GPI
Tara Shepherd	HART TMA

Robert Brakman	Manhattan College
Bakari Lee	McManimon, Scotland & Baumann, LLC
Ellen Jaffe	New York City resident
Tim Sevenser	New Jersey Association of Railroad Passengers
Miriam Salerno	Rutgers University
Vic Mottola	Stokes C.G.
John Ciaffone	TransOptions
Dan Callas	TransOptions
Various members of Central Staff	NJTPA

**DRAFT RESOLUTION: APPROVAL OF A MINOR AMENDMENT TO THE FY 2016 – 2019 TRANSPORTATION IMPROVEMENT PROGRAM TO ADD THE MAIN STREET AND SCOTLAND ROAD INTERSECTION IMPROVEMENTS PROJECT AS REQUESTED BY ESSEX COUNTY**

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

**WHEREAS**, the NJTPA formally adopted the FY 2016 – 2019 Transportation Improvement Program (TIP) on September 8, 2015; and

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

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

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

**WHEREAS**, Essex County is requesting the addition of federal funds to the Main Street and Scotland Road, Intersection Improvements project (DB# N1706) in the City of Orange; and

**WHEREAS**, fiscal constraint is being maintained because funds are specified for this project through the Consolidated Appropriations Act of 2016(NJ144 and NJ171); and

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

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

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

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



**NOW, THEREFORE, BE IT RESOLVED**, that the North Jersey Transportation Planning Authority hereby approves the specified amendment to the FY 2016 – 2019 Transportation Improvement Program.

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

**DRAFT RESOLUTION: APPROVAL OF A MINOR AMENDMENT TO THE FY 2016 – 2019 TRANSPORTATION IMPROVEMENT PROGRAM TO ADD FEDERAL FUNDS FOR RAIL STATION AND TERMINAL IMPROVEMENTS AS REQUESTED BY NJ TRANSIT**

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

**WHEREAS**, the NJTPA formally adopted the FY 2016 – 2019 Transportation Improvement Program (TIP) on September 8, 2015; and

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

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

**WHEREAS**, according to the MOU the addition of federal funds to a project or program that does not require a new conformity determination constitutes a minor amendment; and

**WHEREAS**, NJ TRANSIT is requesting the addition of Section 5339 federal funds to the Other Rail Station/Terminal Improvements Program (DB# T55) for improvements at Newark Penn Station and Frank Lautenberg Station; and

**WHEREAS**, fiscal constraint is being maintained because the Section 5339 funds are available for this purpose; and

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

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

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

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

**NOW, THEREFORE, BE IT RESOLVED**, that the North Jersey Transportation Planning Authority hereby approves the specified amendment to the FY 2016 – 2019 Transportation Improvement Program.

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

**DRAFT RESOLUTION: APPROVAL OF A MEMORANDUM OF UNDERSTANDING  
FOR COORDINATION OF TRANSPORTATION  
PLANNING ACTIVITIES IN THE MULTI-STATE  
METROPOLITAN REGION**

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

**WHEREAS**, a key role for MPOs is to serve as a forum for cooperative transportation planning and decision-making in metropolitan areas; and

**WHEREAS**, 23 CFR 450.314(d) states that, where more than one MPO has authority within a metropolitan planning area or a nonattainment or maintenance area, there shall be an agreement between the state department(s) of transportation and the MPOs describing how their planning processes will be coordinated to assure the development of an overall transportation plan for the metropolitan planning area, and that in nonattainment or maintenance areas, the agreement shall include State and local air quality agencies; and,

**WHEREAS**, this MOU supersedes a previous MOU, executed by the then parties in 2008, in response to recommendations from the Federal Highway Administration and the Federal Transit Administration Transportation Planning Certification Reviews for the New York Metropolitan Transportation Council (NYMTC) (January 2007) and the NJTPA (January 2006), and to which the signatories were NYMTC, NJTPA, South Western Region Metropolitan Planning Organization, Greater Bridgeport/Valley Metropolitan Planning Organization, and Housatonic Valley Council of Elected Officials; and,

**WHEREAS**, it has subsequently been determined that, because of organizational changes, census boundary changes, and consistent with good planning principles, participation in this MOU by additional, adjacent MPOs and Councils of Government (COGs) would be advisable; and,

**WHEREAS**, this MOU constitutes a multi-state, multi-party agreement which addresses the requirements of 23 CFR 450.314(d) for the PARTIES, as well as complying with other relevant provisions of the Fixing America's Surface Transportation Act, the most recent federal surface transportation legislation; and,

**WHEREAS**, the PARTIES to this MOU will now include: NJTPA; NYMTC; Western Connecticut Council of Governments; Connecticut Metro Council of Governments; Naugatuck Valley Council of Governments; South Central Regional Council of Governments; Lower Connecticut River Valley Council of Governments; Orange County Transportation Council (NY); Lehigh Valley Planning Commission (PA); and

**WHEREAS**, the above referenced MPOs and COGs have collaborated to prepare this MOU for the coordination of transportation planning activities in the multi-state New York, New Jersey and Connecticut metropolitan region; and

**WHEREAS**, the attached MOU is intended to ensure that the products of each respective party's transportation planning process takes into account the impacts of the plans and programs developed by the other MPOs and COGs; and

**WHEREAS**, any material additions, deletions or changes to the attached MOU as adopted by the NJTPA will require the action of the NJTPA Board of Trustees, as well as that of the other MPOs and COGs.

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

**NOW, THEREFORE, BE IT RESOLVED** that the North Jersey Transportation Planning Authority hereby approves the attached Memorandum of Understanding for Coordination of Transportation Planning Activities in the Multi-State Metropolitan Region involving the aforementioned Metropolitan Planning Organizations and Councils of Government whereby these parties agree to perform in good faith various activities of voluntary coordination, cooperation and consultation amongst themselves, with regard to the metropolitan transportation planning process.

**BE IT FURTHER RESOLVED**, that copies of this resolution and the attached be forwarded to the New Jersey Department of Transportation and NJ TRANSIT for submission to the Federal Highway Administration and Federal Transit Administration. The New York Metropolitan Transportation Council; Western Connecticut Council of Governments; Connecticut Metro Council of Governments; Naugatuck Valley Council of Governments; South Central Regional Council of Governments; Lower Connecticut River Valley Council of Governments; Orange County Transportation Council (NY); and Lehigh Valley Planning Commission (PA).

July 11, 2017, Attachment H.1.

**DRAFT RESOLUTION: APPROVAL OF A MINOR AMENDMENT TO THE  
FY 2016 – 2019 TRANSPORTATION IMPROVEMENT  
PROGRAM TO ADD FEDERAL FUNDS TO NJ TRANSIT'S  
SYSTEM REPAIRS/RESTORATION PROGRAM**

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

**WHEREAS**, the NJTPA formally adopted the FY 2016 – 2019 Transportation Improvement Program (TIP) on September 8, 2015; and

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

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

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

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

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

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

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

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

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

**NOW, THEREFORE, BE IT RESOLVED**, that the North Jersey Transportation Planning Authority hereby approves the specified amendment to the FY 2016 – 2019 Transportation Improvement Program.

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



## Summary of Action

### **Approval of A Minor Amendment to the FY 2016 - 2019 Transportation Improvement Program to Add Federal Funds to NJ TRANSIT's System Repairs/Restoration Program**

**Action:** In order to advance the following program NJ TRANSIT has requested amending the FY 2016 – 2019 TIP to add Section 5324 federal funds.

**Background:** According to the *TIP Memorandum of Understanding*, when federal funds are added to a project or program above the specified threshold amount, action is required by the NJTPA Project Prioritization Committee and the NJTPA Board of Trustees. This amendment is for the addition of Section 5324 funds to the NJ TRANSIT System Repairs/Restoration program. These funds were designated in the July 2016, Federal Register as the fourth allocation of Public Transportation Emergency Relief Funds in Response to Hurricane Sandy. The details of this minor amendment are outlined below.

Supporting documents and the pending TIP pages are attached.

#### **Minor Amendment:**

- **NJ TRANSIT System Repairs/Restoration DB# T906**  
This action is for the addition of \$102.8 million of Section 5324 funds as the fourth allocation of the Public Transportation Emergency Relief Funds in Response to Hurricane Sandy. A list of specific projects that will advance with these funds will be supplied under separate cover.

**Justification for Action:** Approval of this minor amendment to the FY 2016 – 2019 TIP will allow the funds to be secured and the program to advance appropriately.

**Staff Recommendation:** Central Staff recommends approval of this action.



# State of New Jersey

DEPARTMENT OF TRANSPORTATION  
1035 Parkway Avenue  
PO Box 600  
Trenton, New Jersey 08625-0600

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MPO:

PROJECT: **NJ TRANSIT System Repairs/Restoration**

DBNUM: T906

TRACK #: NJT-T906-3-M-2016

TYPE OF PROJECT CHANGE: Project Cost increase

ACTION TAKEN: Increase in Section 5324 funds for FY2107 by \$102.832M from \$10.046M to \$112.878M.

REASON FOR CHANGE:

In the July 2016, Federal Register - Fourth allocation of Public Transportation Emergency Relief Funds in Response to Hurricane Sandy", NJ TRANSIT was allocated funds in the amount of \$102.832M.

MPO ACTION REQUIRED: Action requires MPO board approval

FISCAL CONSTRAINT:

Comments: Fiscal constraint is maintained.

CONFORMITY:

- The current conformity determination will not be impacted. The Metropolitan Planning Organization (MPO) has determined that this project is exempt from conformity analysis as per the Transportation Conformity Rule (40 CFR 93.126 and 93.127).

PUBLIC INVOLVEMENT:

- The MPO has followed their adopted public involvement procedures for this type of amendment / modification.





**NJTPA**

**Transportation Improvement Program Fiscal Years 2016 - 2019**

**Routes:** TRANSIT

**Mileposts:**

**DBNUM:** T906

**Name:** NJ TRANSIT System Repairs/Restoration

Funding is provided to operate and restore NJ TRANSIT's rail, bus, light rail and ferry systems, including costs for substitute service that was provided when rail service was unavailable. NJ TRANSIT's system was heavily damaged by Superstorm Sandy, experiencing washouts, bridge damage, facility impacts, and rolling stock damage. Funding is provided to reimburse NJ TRANSIT for costs already incurred and future costs to repair damage.

Toll Credit will be used as the non-federal match. An explanation of toll credit can be found in the Introduction Section of the STIP.

**Counties:** Various

**Municipalities:** Various

**Project Type:** System Preservation

**RCIS Category:** Transit Preservation

**Sponsor:** NJ TRANSIT

**Est. Total Project Cost: (Million)**

**PRIOR YEAR:**

*CURRENT*

<i>Unobligated Prior Year Funding Project:</i>	<i>Fund</i>	<i>PRIO</i>	<i>FY 2012</i>	<i>FY 2013</i>	<i>FY 2014</i>	<i>FY 2015</i>
NJ TRANSIT System Repairs/Restoration	SECT 5324			\$0.000		

*PENDING*

<i>Unobligated Prior Year Funding Project:</i>	<i>Fund</i>	<i>PRIO</i>	<i>FY 2012</i>	<i>FY 2013</i>	<i>FY 2014</i>	<i>FY 2015</i>
NJ TRANSIT System Repairs/Restoration	SECT 5324			\$0.000		

**TIP:**

*CURRENT*

**FY 2016 - 2019 TIP Cost: (Million) \$46.026**

**Unconstrained Year**

MPO	PHASE	SOURCE	2016	2017	2018	2019	2020-2025
NJTPA	ERC	SECT 5324	\$8.420	\$10.046			
NJTPA	EC	SECT 5324		\$27.560			
			\$8.420	\$37.606			

*PENDING*

**FY 2016 - 2019 TIP Cost: (Million) \$148.858**

**Unconstrained Year**

MPO	PHASE	SOURCE	2016	2017	2018	2019	2020-2025
NJTPA	ERC	SECT 5324	\$8.420	\$112.878			
NJTPA	EC	SECT 5324		\$27.560			
			\$8.420	\$140.438			

July 11, 2017, Attachment H.2.

**DRAFT RESOLUTION: APPROVAL OF THREE MINOR AMENDMENTS TO THE FY 2016 – 2019 TRANSPORTATION IMPROVEMENT PROGRAM TO ADD FEDERAL FUNDS TO PROJECTS ON ROUTE 1 (MIDDLESEX COUNTY), ROUTE 181 (MORRIS COUNTY) AND THE ROUTE 206 BYPASS (SOMERSET COUNTY) AS REQUESTED BY THE NEW JERSEY DEPARTMENT OF TRANSPORTATION**

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

**WHEREAS**, the NJTPA formally adopted the FY 2016 – 2019 Transportation Improvement Program (TIP) on September 8, 2015; and

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

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

**WHEREAS**, according to the MOU the addition of federal funds to a project where none have been programmed previously constitutes a minor amendment; and

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

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

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

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

**WHEREAS**, fiscal constraint is being maintained and funds are available; and

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

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

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

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

**NOW, THEREFORE, BE IT RESOLVED**, that the North Jersey Transportation Planning Authority hereby approves the specified amendment to the FY 2016 – 2019 Transportation Improvement Program.

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



## Summary of Action

### **Approval of Minor Amendments to the FY 2016 - 2019 Transportation Improvement Program to Add Federal Funds to Projects on Route 1 (Middlesex County), Route 181 (Morris County) and the Route 206 Bypass (Somerset County) as Requested by the New Jersey Department of Transportation**

**Action:** In order to advance the following projects, the New Jersey Department of Transportation has requested that federal funds be added to the FY 2016 – 2019 Transportation Improvement Program (TIP).

**Background:** According to the *TIP Memorandum of Understanding*, when federal funds are added to a project that is currently programmed only with State funds, action is required by the NJTPA Project Prioritization Committee and the NJTPA Board of Trustees. These amendments are for the addition of Congestion Mitigation and Air Quality (CMAQ) funds and National Highway Performance Program (NHPP) funds. The details of these minor amendments are outlined below.

Supporting documents and the pending TIP pages are attached.

#### **Minor Amendments:**

- **Route 1, CR 529 (Plainfield Ave) to Green St (CR 604), ATS, C#2, Middlesex County DB# 17606**  
CMAQ funds are available to advance this Intelligent Transportation Systems project in FY 2017 (\$7.35 million in FY 2017)
- **Route 181, Espanog Rd to Prospect Point Rd, Morris County DB# 15378**  
This project can advance to Construction in FY 2017 utilizing available NHPP funds. (\$1.6 million in FY 2017)
- **Route 206 Bypass, Mountain View Rd to Old Somerville Rd (Sections 14A & 15A) Contract B, Somerset County DB# 779**  
This project can advance to Construction in FY 2017 utilizing available NHPP funds. (\$27.5 million in FY 2017 and \$19.6 million in FY 2018)

**Justification for Action:** Approval of these minor amendments to the FY 2016 – 2019 TIP will allow the funds to be secured and the projects to advance appropriately.

**Staff Recommendation:** Central Staff recommends approval of these actions.

# NJTPA

## Transportation Improvement Program Fiscal Years 2016 - 2019

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**Routes:** Mileposts: 29.06-35.69 DBNUM: 17606  
**Name:** Route 1, CR 529 (Plainfield Avenue) to Green Street (CR 604), ATS, C #2

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The project consists of upgrading the existing Controlled Traffic Signal System to Adaptive Traffic Signal System for the intersections between Plainfield Ave and Green Street along Route US 1 as a way to relieve traffic congestion and provide for better progression.

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**Counties:** Middlesex **Municipalities:** Edison Twp Woodbridge Twp  
**Project Type:** **RCIS Category:** Not Available  
**Sponsor:** NJDOT **Est. Total Project Cost: (Million)**

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**TIP:**

*PENDING*

FY 2016 - 2019 TIP Cost: (Million) \$7.350

Unconstrained  
Year

MPO	PHASE	SOURCE	2016	2017	2018	2019	2020-2025
NJTPA	CON	CMAQ		\$7.350			
				\$7.350			



# State of New Jersey

DEPARTMENT OF TRANSPORTATION  
1035 Parkway Avenue  
PO Box 600  
Trenton, New Jersey 08625-0600

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MPO: **NJTPA**

PROJECT: **Route 1, CR 529 (Plainfield Avenue) to Green Street (CR 604), ATS, C #2**

DBNUM: 17606

TRACK #: SW-17606-0-A-2016

TYPE OF PROJECT CHANGE: Project Phase Addition

ACTION TAKEN: Amends project to the STIP.  
Adds CMAQ funding for CON in FFY 17 in the amount of \$7.35M.

REASON FOR CHANGE:

This project has been requested to be added to the STIP individually in its respective MPO rather than be funded via the STATEWIDE line-item, Intelligent Traffic Signal Systems.

MPO ACTION REQUIRED: Action requires MPO board approval

FISCAL CONSTRAINT:

Comments: See NJTPA FY 16-25 Chart #36

CONFORMITY:

PUBLIC INVOLVEMENT:

PENDING ACTION

## NJTPA

### Transportation Improvement Program Fiscal Years 2016 - 2019

Routes: 181

Mileposts: 0.0-1.52

DBNUM: 15378

Name: Route 181, Espanog Road to Prospect Point Road

Federal Resurfacing/Rehab project.

Counties: Morris

Municipalities: Jefferson Twp

Project Type:

RCIS Category: Road Preservation

Sponsor: NJDOT

Est. Total Project Cost: (Million) \$2.163

TIP:

**PENDING**

FY 2016 - 2019 TIP Cost: (Million) \$1.600

Unconstrained  
Year

MPO	PHASE	SOURCE	2016	2017	2018	2019	2020-2025
NJTPA	CON	NHPP		\$1.600			
				\$1.600			

DATE SUBMITTED: 5/30/2017



# State of New Jersey

DEPARTMENT OF TRANSPORTATION  
1035 Parkway Avenue  
PO Box 600  
Trenton, New Jersey 08625-0600

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MPO: **NJTPA**

PROJECT: **Route 181, Espanog Road to Prospect Point Road**

DBNUM: 15378

TRACK #: SW-15378-0-A-2016

TYPE OF PROJECT CHANGE: Project Phase Addition

ACTION TAKEN: Adds Route 181, Espanog Road to Prospect Point Road to the STIP.  
Adds NHPP funding for CON in FFY 17 in the amount of \$1.6M.

REASON FOR CHANGE:

The project has followed the federal process and is federally eligible for construction, therefore it is our decision to add this project to the STIP and authorize the construction phase using NHPP funding.

MPO ACTION REQUIRED: Action requires MPO board approval

FISCAL CONSTRAINT:

Comments: See NJTPA FY 16-25 Chart #38

Constraint for this TIP Action is granted as the result of other project phases being delayed to the out-years, therefore freeing up resources, and ultimately resulting in constraint among the overall first 4 years of the STIP.

CONFORMITY:

PUBLIC INVOLVEMENT:

**NJTPA**

**Transportation Improvement Program Fiscal Years 2016 - 2019**

**Routes:** 206 Bypass

**Mileposts:** 63.40 - 66.40

**DBNUM:** 779

**Name:** Route 206 Bypass, Mountain View Road to Old Somerville Road (Sections 14A & 15A)  
Contract B

This project will provide for the construction of a segment of Rt. 206 on new alignment, bypassing a segment of existing highway that has serious congestion and safety problems. The new segment of roadway will consist of four 12-foot travel lanes, two 10-foot outside shoulders, two five-foot inside shoulders, a concrete median barrier and two 15-foot outside borders between Amwell Road (CR 514) and Old Somerville Road. Between Hillsborough Road and Mountain View Road, the new segment of roadway will consist of two 12-foot travel lanes, two 10-foot outside shoulders, two three-foot inside shoulders, a 15-foot grass median and two 15-foot outside borders.

Advance utility work will be performed on the Buckeye pipeline and AT&T facilities.

**Counties:** Somerset

**Municipalities:** Hillsborough Twp

**Project Type:** Congestion Relief

**RCIS Category:** Road Expansion

**Sponsor:** NJDOT

**Est. Total Project Cost: (Million) \$101.471**

**TIP:**

***CURRENT***

**FY 2016 - 2019 TIP Cost: (Million) \$47.100**

**Unconstrained  
Year**

MPO	PHASE	SOURCE	2016	2017	2018	2019	2020-2025
NJTPA	CON	STATE		\$27.500	\$19.600		
				\$27.500	\$19.600		

***PENDING***

**FY 2016 - 2019 TIP Cost: (Million) \$56.000**

**Unconstrained  
Year**

MPO	PHASE	SOURCE	2016	2017	2018	2019	2020-2025
NJTPA	CON	NHPP		\$56.000			
				\$56.000			



# State of New Jersey

DEPARTMENT OF TRANSPORTATION  
1035 Parkway Avenue  
PO Box 600  
Trenton, New Jersey 08625-0600

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MPO: **NJTPA**

PROJECT: **Route 206 Bypass, Mountain View Road to Old Somerville Road (Sections 14A & 15A) Contract B**

DBNUM: 779

TRACK #: N-779-1-M-2016

TYPE OF PROJECT CHANGE: Project Cost increase, Change of funding source

ACTION TAKEN: Advances STATE funding for CON in the amount of \$19.6M from FFY 18 to FFY 17, for a total of \$47.1M of CON funding in FY 17.

Increases CON funding for STATE in FFY 17 from \$47.1M by \$8.9M to \$56M.

Changes \$56M of STATE funding for CON in FFY 17 to NHPP.

REASON FOR CHANGE:

The project has followed the federal process and is federally eligible for construction, therefore it is our decision to change the funding from STATE to NHPP.

MPO ACTION REQUIRED: Action requires MPO board approval

FISCAL CONSTRAINT:

Comments: See NJTPA FY 16-25 Chart #38

Constraint for this TIP Action is granted as the result of other project phases being delayed to the out-years, therefore freeing up resources, and ultimately resulting in constraint among the overall first 4 years of the STIP.

CONFORMITY:

PUBLIC INVOLVEMENT:

FISCAL CONSTRAINT BANK BEFORE MODIFICATIONS										
FUNDING CODE	FUNDING CATEGORY				FFY 16	FFY 17	FFY 18	FFY 19	FFY 16-19	
NET- FEDERAL					44.061	-92.478	39.439	20.621	11.643	
PROJECT MODIFICATIONS										
PROJECT NAME	DB#	PHASE	FUND	COUNTY	FFY 16	FFY 17	FFY 18	FFY 19	FFY 16-19	
Rt 1, CR 529 (Plainfield Ave) to Green ST (CR 604)	17606	BEFORE		Middlesex	0.000	0.000	0.000	0.000	0.000	
		CON	CMAQ		0.000	7.350	0.000	0.000	7.350	
		AFTER			0.000	7.350	0.000	0.000	7.350	
<b>Total</b>					<b>0.000</b>	<b>7.350</b>	<b>0.000</b>	<b>0.000</b>	<b>7.350</b>	
FISCAL CONSTRAINT BANK AFTER MODIFICATIONS										
					FFY 16	FFY 17	FFY 18	FFY 19	FFY 16-19	
NET- FEDERAL					44.061	-99.828	39.439	20.621	4.293	
<i>... the net result for the first fiscal year must be that the Fiscal Constraint Bank has a zero or positive balance and that the net result for the constrained TIP/STIP period must also be a zero or positive balance. This will allow for temporary imbalances in the second, third, and fourth years, but will still maintain the overall Fiscal Constraint of the TIP/STIP. (MOU - Section C, Subsection 2, Paragraph 2)</i>										



FISCAL CONSTRAINT BANK BEFORE MODIFICATIONS										
FUNDING CODE	FUNDING CATEGORY				FFY 16	FFY 17	FFY 18	FFY 19	FFY 16-19	
NET- FEDERAL					50.831	-92.848	77.539	24.971	60.493	
PROJECT MODIFICATIONS										
PROJECT NAME	DB#	PHASE	FUND	COUNTY	FFY 16	FFY 17	FFY 18	FFY 19	FFY 16-19	
Route 206 Bypass, Mountain View Road to Old Somerville Road (Sections 14A & 15A) Contract B	779	BEFORE		Somerset	0.000	0.000	0.000	0.000	0.000	
		CON	NHPP		0.000	56.000	0.000	0.000	56.000	
		AFTER			0.000	56.000	0.000	0.000	56.000	
Rt. 181, Espanog Rd to Prospect Point Rd	15378	BEFORE		Morris	0.000	0.000	0.000	0.000	0.000	
		CON	NHPP		0.000	1.600	0.000	0.000	1.600	
		AFTER			0.000	1.600	0.000	0.000	1.600	
<b>Total</b>					<b>0.000</b>	<b>57.600</b>	<b>0.000</b>	<b>0.000</b>	<b>57.600</b>	
FISCAL CONSTRAINT BANK AFTER MODIFICATIONS										
					FFY 16	FFY 17	FFY 18	FFY 19	FFY 16-19	
NET- FEDERAL					50.831	-150.448	77.539	24.971	2.893	
<i>... the net result for the first fiscal year must be that the Fiscal Constraint Bank has a zero or positive balance and that the net result for the constrained TIP/STIP period must also be a zero or positive balance. This will allow for temporary imbalances in the second, third, and fourth years, but will still maintain the overall Fiscal Constraint of the TIP/STIP. (MOU - Section C, Subsection 2, Paragraph 2)</i>										

July 11, 2017, Attachment H.3.

**DRAFT RESOLUTION: APPROVAL OF TWO MINOR AMENDMENTS TO THE  
FY 2016 – 2019 TRANSPORTATION IMPROVEMENT  
PROGRAM TO ADD THE SCHOOLEYS MOUNTAIN  
BRIDGE REHABILITATION (MORRIS COUNTY) AND  
JOHNSTON AVENUE ROAD IMPROVEMENTS (JERSEY  
CITY)**

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

**WHEREAS**, the NJTPA formally adopted the FY 2016 – 2019 Transportation Improvement Program (TIP) on September 8, 2015; and

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

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

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

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

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

**WHEREAS**, fiscal constraint is being maintained because funds derive from the Consolidated Appropriations Act of FY 2016 resources (congressionally designated earmarks from DEMO ID# NJ120, NJ142, NJ171 and NJ201 for DB# N1707 and NJ171, NJ221 and NJ227 for DB# N1704); and

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

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

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

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

**NOW, THEREFORE, BE IT RESOLVED**, that the North Jersey Transportation Planning Authority hereby approves the specified amendment to the FY 2016 – 2019 Transportation Improvement Program.

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

## Summary of Action

### **Approval of a Minor Amendment to the FY 2016 - 2019 Transportation Improvement Program to Add the Schooleys Mountain Bridge Rehabilitation (Morris County) and Johnston Avenue Road Improvements (Jersey City)**

**Action:** In order to advance the following projects, Morris County and Jersey City have requested that the FY 2016 – 2019 Transportation Improvement Program (TIP) be amended to add the following projects, including the use of federal funds.

**Background:** According to the *TIP Memorandum of Understanding*, when a new project is added to the TIP, action is required by the NJTPA Project Prioritization Committee and the NJTPA Board of Trustees. The details of these minor amendments are outlined below.

Supporting documents are attached.

#### **Minor Amendment:**

- **Schooleys Mountain Bridge Rehabilitation, *Morris County* DB# N1707**  
This project is ready for Construction authorization. This request is to program funds made available through the Consolidated Appropriations Act of FY 2016. (\$1 million of NJ120, NJ142, NJ171 and NJ201 funds)
- **Johnston Avenue Road Improvements, *City of Jersey City* DB# N1704**  
This project is ready for Construction authorization. This request is to program funds made available through the Consolidated Appropriations Act of FY 2016. (\$1.37 million of NJ171, NJ221 and NJ227 funds)

**Justification for Action:** Approval of these minor amendments to the FY 2016 – 2019 TIP will allow the funds to be secured and the projects to advance.

**Staff Recommendation:** Central Staff recommends approval of these actions.

# NJTPA

## Transportation Improvement Program Fiscal Years 2016 - 2019

**Routes:** Mileposts: 13.83 DBNUM: N1707  
**Name:** Schooleys Mountain Bridge Rehabilitation

Schooleys Mountain Road Bridge was built in 1920 and widened in 1937. The project is a replacement of the bridge structure and improvement to the approach roadway. The existing bridge is 15 feet long, single span, steel stringers Jack Arch deck widened with a reinforced concrete slab and overlaid with asphalt. Recently, some of the deck failed and was temporarily patched. The concrete is severely deteriorated. The following federal appropriations were repurposed to this project: \$801,180 (NJ120), \$57,776 (NJ142), \$139,041 (NJ171), \$2,003 (NJ201).

**Counties:** Morris **Municipalities:** Washington Twp  
**Project Type:** **RCIS Category:** Not Available  
**Sponsor:** Morris County **Est. Total Project Cost: (Million)**

**TIP:**

### PENDING

Unconstrained  
Year

FY 2016 - 2019 TIP Cost: (Million) \$1.000

MPO	PHASE	SOURCE	2016	2017	2018	2019	2020-2025
NJTPA	CON	DEMO-R		\$1.000			
				\$1.000			

**NJTPA**

**Transportation Improvement Program Fiscal Years 2016 - 2019**

**Routes:** **Mileposts:** 0.21-0.85 (Grand St), 0.0-0.16 (Phillip St) **DBNUM:** N1704

**Name:** Johnston Avenue Road Improvements

The project will restore the asphalt pavement and upgrade pedestrian improvements to .75 miles of Johnston Avenue between Phillip Street and Grand Avenue. The project will include: ADA/pedestrian improvements, utility improvement coordination, milling; and paving, and striping, landscaping and restoration. The following federal appropriations were repurposed to this project: \$128,171 (NJ171), \$400,590 (NJ221), and \$841,239 (NJ227).

**Counties:** Hudson **Municipalities:** Jersey City  
**Project Type:** **RCIS Category:** Not Available  
**Sponsor:** Jersey City **Est. Total Project Cost: (Million)**

**TIP:**

*NEW*

**FY 2016 - 2019 TIP Cost: (Million) \$1.370**

**Unconstrained  
Year**

MPO	PHASE	SOURCE	2016	2017	2018	2019	2020-2025
NJTPA	CON	DEMO-R		\$1.370			
				\$1.370			

**DATE SUBMITTED:**

**COUNTY OF MORRIS**  
**DEPARTMENT OF PLANNING & PUBLIC WORKS**  
**DIVISION OF ENGINEERING & TRANSPORTATION**

Board of Chosen Freeholders

*Director*  
Douglas R. Cabana  
*Deputy Director*  
John Cesaro

Kathryn A. DeFillippo  
Hank Lyon  
Thomas J. Mastrangelo  
Christine Myers  
Deborah Smith

P.O. Box 900  
Morristown, New Jersey 07963-0900



*County Administrator*  
John Bonanni

*Director, Planning & Public Works*  
Deena Leary

*County Engineer*  
Christopher J. Vitz, P.E.  
973-285-6750  
Fax: 973-539-3141  
cvitz@co.morris.nj.us

*Assistant County Engineer*  
Roslyn C. Khurdan, P.E.

May 10, 2017

Mary K. Murphy  
Executive Director  
North Jersey Transportation Planning Authority  
One Newark Center, 17<sup>th</sup> Floor  
Newark NJ 07102

Dear Ms. Murphy:

Morris County requests that the Schooleys Mountain Road Bridge (1401-219) be added to the FY 2016 TIP for \$1,000,000 in construction in the FY 2017 element.

The Schooleys Mountain Road Bridge was built in 1920 and widened in 1937. The bridge structure will be replaced and improvements to the approach roadway will be made.

The funds for this improvement will be repurposed from the Long Valley Safety Project (DBNUM-NP0301) to the Schooleys Mountain Road Bridge. If you have any questions or need more information please contact me.

Sincerely,

Gerald Rohsler  
Director-Transportation

Cc: Christopher Vitz, County Engineer  
Rosalyn Khurdan, Asst. County Engineer  
John Hayes, Principal Planner  
Martin Hoffler, Director of Capital Programming  
Ann Ludwig, Manager of TIP Development  
Eve Chamberlain, Project Information Specialist





**CITY OF JERSEY CITY**  
**DEPARTMENT OF ADMINISTRATION**  
**DIVISION OF ENGINEERING, TRAFFIC & TRANSPORTATION**



Municipal Services Complex  
 13-15 Linden Avenue East | Jersey City, NJ 07305  
 Engineering Desk: 201-547-4411 | Traffic Desk: 201-547-4470

STEVEN M. FULOP  
 MAYOR OF JERSEY CITY

ROBERT KAKOLESKI  
 BUSINESS ADMINISTRATOR

July 6, 2017

Mary K. Murphy  
 Executive Director  
 North Jersey Transportation Planning Authority  
 One Newark Center, 17<sup>th</sup> Floor  
 Newark, NJ 07102

**RE: TIP Amendment Request**  
 Johnston Avenue Road Improvements (DB# N1704)  
 FY 2016-2019 Transportation Improvement Program  
 City of Jersey City, Hudson County, NJ  
**JC Project No: 17-014-E**

Dear Ms. Murphy,

The City of Jersey City is the recipient of repurposed earmark funding that will be utilized to improve Johnston Avenue from Grand Street to Phillip Street in the City of Jersey City. The City has advanced this project and anticipates the submittal of a Construction Authorization Request within this fiscal year. As the project sponsor, the City of Jersey City formally requests a TIP Amendment to add this project to the FY 2016-2019 TIP. The City will work with the NJTPA to identify the phases of work, scheduling, and programmed amounts for the TIP pages.

If you have any questions or comments please feel free to contact me.

Sincerely,

Jose R. Cunha, P.E., C.M.E.  
 Director of Engineering, Traffic and Transportation  
 City of Jersey City

Cc: Robert Kakoleski, Business Administrator  
 Dawn Odom, Supv. Adm. Analyst

G:\AMP\_MUNICIPAL PROJECTS\PROJECT by NUMBERS\17-014-E Johnston Ave Roadway Improvements (NJTPA)\Grant Application\Correspondence\170706\_jrc-Johnston Ave Amendment Request.docx

July 11, 2017, Attachment H.4.

**DRAFT RESOLUTION: APPROVAL OF A MINOR AMENDMENT TO THE  
FY 2016 – 2019 TRANSPORTATION IMPROVEMENT  
PROGRAM AS REQUESTED BY THE PORT AUTHORITY  
OF NEW YORK & NEW JERSEY TO ADD THE PORT  
JERSEY SECOND LEAD TRACK PROJECT**

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

**WHEREAS**, the NJTPA formally adopted the FY 2016 – 2019 Transportation Improvement Program (TIP) on September 8, 2015; and

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

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

**WHEREAS**, according to the MOU the addition of a new project with federal funds constitutes a minor amendment; and

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

**WHEREAS**, fiscal constraint is being maintained because the federal funds are available for this purpose as part of a FASTLANE grant award, which also includes improvements to the rail car float infrastructure at the 65<sup>th</sup> Street yard in Brooklyn, New York; and

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

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

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

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

**NOW, THEREFORE, BE IT RESOLVED,** that the North Jersey Transportation Planning Authority hereby approves the specified amendment to the FY 2016 – 2019 Transportation Improvement Program.

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

## Summary of Action

### Approval of a Minor Amendment to the FY 2016 - 2019 Transportation Improvement Program as Requested by the Port Authority of New York & New Jersey to add the Port Jersey Second Lead Track Project

**Action:** In order to advance the following project into the FY 2016 – 2019 Transportation Improvement Program (TIP), the Port Authority of New York & New Jersey has requested it be amended into the TIP with the addition of federal funds.

**Background:** According to the *TIP Memorandum of Understanding*, when a new project using federal funds is added to the TIP, action is required by the NJTPA Project Prioritization Committee and the NJTPA Board of Trustees. The details of this minor amendment are outlined below.

Supporting documents are attached.

#### **Minor Amendment:**

- **Port Jersey Second Lead Track, Jersey City DB# PA1727**

This project will provide improvements to the Port Jersey Rail Division of New York New Jersey Rail, LLC which operates the Cross Harbor barge between Jersey City and Brooklyn and local rail switching services on Port Authority property in Jersey City. The construction of the second track will improve the interchange of railcars to the rail-served facilities located with Jersey City's Port Jersey Warehouse District.

The project is funded through a federal discretionary FASTLANE grant award, which also includes improvements to the rail car float infrastructure at the 65<sup>th</sup> Street yard in Brooklyn, that have been submitted to NYMTC for inclusion in its TIP.  
(\$6.72 million FASTLANE, and \$4.48 million Port Authority match in FY 2017)

**Justification for Action:** Approval of this minor amendment to the FY 2016 – 2019 TIP will allow the project to advance.

**Staff Recommendation:** Central Staff recommends approval of this action.

**NJTPA**

**Transportation Improvement Program Fiscal Years 2016 - 2019**

**Routes:** Mileposts: DBNUM: PA1727  
**Name:** Port Jersey Second Lead Track Project

As part of the Port Jersey Division Second Track Improvements in Jersey City, this project will double-track a portion of the Port Jersey Division of New York New Jersey Rail LLC (NYNJR), currently a single-track freight line (known as the Port Jersey Lead Track) serving a series of local warehouses and distribution centers adjacent to Greenville Yard, build a second track along NYNJR's Port Jersey Division, and shift the interchange of rail cars for that line between Conrail and NYNJR out of Greenville Yard onto the new second track. This will eliminate conflicts between the rail movements serving the intermodal rail transfer and warehousing/distribution facilities that now share a single track.

This is the New Jersey component of improvements supported in part by a recently awarded federal FASTLANE grant for the Port Authority's Cross Harbor Freight Program, which also includes improvements to transload facilities at the 65th St. Yard in Brooklyn. In consultation w/ NJTPA and NYMTC staff and the FHWA metro office, we have submitted the Jersey City and Brooklyn components to NJTPA and NYMTC respectively, cross-referencing the element across the harbor aided under the same federal grant.

**Counties:** Hudson **Municipalities:** Jersey City  
**Project Type:** **RCIS Category:** Not Available  
**Sponsor:** PANYNJ **Est. Total Project Cost: (Million)**

**TIP:**

**PENDING**

**FY 2016 - 2019 TIP Cost: (Million) \$11.200**

**Unconstrained  
Year**

MPO	PHASE	SOURCE	2016	2017	2018	2019	2020-2025
NJTPA	CON	PANY&NJ		\$4.480			
NJTPA	CON	VAR		\$6.720			
		FEDERAL		\$11.200			



# State of New Jersey

DEPARTMENT OF TRANSPORTATION  
1035 Parkway Avenue  
PO Box 600  
Trenton, New Jersey 08625-0600

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MPO: **PANYNJ**

PROJECT: **Port Jersey Second Lead Track Project**

DBNUM: PA1727

TRACK #: -TBA-0-A-2016

TYPE OF PROJECT CHANGE:

ACTION TAKEN: Amend NJTPA to include this new project

REASON FOR CHANGE:

PANYNJ has received a federal FASTLANE discretionary grant award in conjunction with the Cross-Harbor Freight Program (CHFP) for infrastructure improvements at this location and at 65th St. Brooklyn (NY element submitted for NYMTC TIP amendment).

MPO ACTION REQUIRED:

FISCAL CONSTRAINT:

Comments: Does not impact MPO fiscal constraint. Discretionary federal FASTLANE grant with PANYNJ matching funds

CONFORMITY:

PUBLIC INVOLVEMENT:

July 11, 2017, Attachment H.5.



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

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

**WHEREAS**, the NJTPA formally adopted the FY 2014 – 2017 Transportation Improvement Program (TIP) on September 8, 2015; and

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

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

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

**WHEREAS**, the Port Authority of New York & New Jersey (PANYNJ) is recommending the addition of two projects in Hudson County to use federal Disaster Recovery and Resilience Program Section 5324 funding: Harrison Car Maintenance Facility Automatic Flood Barrier (DB# PA1423), and Concrete Sea Wall East of Harrison Car Maintenance Facility (DB# PA1424); and

**WHEREAS**, PANYNJ is recommending reprogramming Section 5324 funding for six projects in Hudson County: Priority Protective Measures (DB# PA1411), Salt Mitigation (DB# PA1412), Substations (DB# PA1413), Vertical Transportation (DB# PA1415), Repairs at Harrison Car Maintenance Facility (DB# PA1710), and Rehabilitation of Path Stations (DB# PA1711); and

**WHEREAS**, fiscal constraint is maintained due to the availability of federal funds through Section 5324 Disaster Recovery and Resilience Program; and

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

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

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

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

**NOW, THEREFORE, BE IT RESOLVED**, that the North Jersey Transportation Planning Authority hereby approves the specified amendments to the FY 2016 – 2019 Transportation Improvement Program.

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

## Summary of Action

### **Approval of Minor Amendments and Modifications to Eight Projects in the FY 2016 - 2019 Transportation Improvement Program as Requested by the Port Authority of New York & New Jersey to Use Disaster Relief and Resilience Program Funding**

**Action:** In order to meet current project needs, the Port Authority of New York & New Jersey (PANYNJ) has requested that the FY 2016 – 2019 Transportation Improvement Program (TIP) be amended for programming of federal Disaster Recovery and Resilience Program Section 5324 funding and PANYNJ matching funds. These actions will reprogram existing Section 5324 and PANYNJ matching funds currently included in the TIP.

**Background:** According to the *TIP Memorandum of Understanding*, the addition or deletion of a TIP project requires action by the NJTPA Project Prioritization Committee and the NJTPA Board of Trustees. The following minor amendments are for the addition of two projects and modification of six projects related to Superstorm Sandy that use Section 5324 funding.

Supporting documents are attached.

#### **Minor Amendment Additions:**

- **Harrison Car Maintenance Facility Automatic Flood Barrier, *Hudson County***  
**DB# PA1423**  
This request is to program funds for the Harrison Car Maintenance Automatic Flood Barrier. (\$6.646 million Section 5324 funds and \$738,000 PANYNJ funds in FY 2017)
- **Concrete Sea Wall East of Harrison Car Maintenance Facility, *Hudson County***  
**DB# PA1424**  
This request is to program funds for the Concrete Sea Wall East of Harrison Car Maintenance Facility. (\$8.801 million Section 5324 funds and \$978,000 PANYNJ funds in FY 2017)

#### **Modifications:**

- **Priority Protective Measures with Potential Environmental Impacts, *Hudson County***  
**DB# PA1411**  
This request is to program funds for Priority Protective Measures to ensure PATH facilities at Exchange Place in Jersey City and the Harrison Car Maintenance facility are well-prepared for future hurricane seasons and to provide protection against flash floods and storm surges. (\$3.066 million Section 5324 funds and \$334,000 in PANYNJ funds in FY 2017)
- **Salt Mitigation, *Hudson County and Essex County***   **DB# PA1412**  
This request is to program funds for PATH to continue essential Salt Mitigation permanent repairs and replacement of infrastructure to the PATH Rail tunnels A, B, E and F due to

damage sustained from Superstorm Sandy. (\$154.571 million Section 5324 funds and \$17.175 million PANYNJ funds in FY 2017)

- **Substations, *Hudson County and Essex County* DB# PA1413**  
This request is to program funds for replacement and upgrades of electrical substations damaged by Superstorm Sandy storm surges and flooding. (\$36.138 million Section 5324 funds and \$4.015 million PANYNJ funds in FY 2017)
- **Vertical Transportation, *Hudson County* DB# PA1415**  
This request is to program funds for the replacement of elevators and escalators damaged by flooding from Superstorm Sandy at the Hoboken, Exchange Place, Newport and Grove Street PATH stations and the Harrison Car Maintenance Facility. (\$75.833 million Section 5324 funds and \$8.426 million PANYNJ funds in FY 2017)
- **Repairs at Harrison Car Maintenance Facility, *Hudson County* DB# PA1710**  
This request is to program funds for permanent repairs to the Harrison Car Maintenance Facility from flooding damages due to Superstorm Sandy. These include the removal and replacement in kind of all approach-track infrastructure, pavement rehabilitation and related improvements, replacement of the sanitary ejector pit and internal electrical systems. (\$34.729 million Section 5324 funds and \$3.859 million PANYNJ funds in FY 2017)
- **Rehabilitation of PATH Stations, *Hudson County* DB# PA1711**  
This request is to program funds for restoration work to address latent damage from Superstorm Sandy at the platform and mezzanine levels at Exchange Place, Grove Street, and Newport stations in Jersey City and Hoboken Station. The scope includes investigation and repair of latent damage to the structural, mechanical, and electrical facilities at these stations and restoration of architectural finishes throughout the stations and mezzanines, as well as waterproofing of Newport Station. (\$144.753 million Section 5324 funds and \$16.084 million PANYNJ funds in FY 2017)

**Justification for Action:** Approval of these minor amendments and modifications to the FY 2016 – 2019 TIP will allow funds to be appropriately programmed and the projects to advance.

**Staff Recommendation:** Central Staff recommends approval of these actions.

**NJTPA**

**Transportation Improvement Program Fiscal Years 2016 - 2019**

**Routes:** Mileposts: N/A DBNUM: PA1423

**Name:** Harrison Car Maintenance Facility Automatic Flood Barrier

PANYNJ will receive funding to construct an automated flood barrier at the Harrison Car Maintenance Facility, which was significantly damaged by Hurricane Sandy. This site is currently protected by temporary barriers. Total eligible amount is \$ 19,815,200. The FTA share is \$ 14,861,400. The PANYNJ share is \$ 4,953,800.

**Counties:** Hudson **Municipalities:** Harrison Town

**Project Type:** **RCIS Category:** Transit Preservation

**Sponsor:** PANYNJ **Est. Total Project Cost: (Million)**

**TIP:**

**PENDING**

**Unconstrained**

**FY 2016 - 2019 TIP Cost: (Million) \$7.384** **Year**

MPO	PHASE	SOURCE	2016	2017	2018	2019	2020-2025
NJTPA	CON	PANY&NJ		\$ .738			
NJTPA	CON	SECT 5324		\$6.646			
				\$7.384			



## State of New Jersey

DEPARTMENT OF TRANSPORTATION  
1035 Parkway Avenue  
PO Box 600  
Trenton, New Jersey 08625-0600

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MPO: **PANYNJ**

PROJECT: **Harrison Car Maintenance Facility Automatic Flood Barrier**

DBNUM: PA1423

TRACK #: -PA1423-0-A-2016

TYPE OF PROJECT CHANGE: Project Cost increase

ACTION TAKEN: Programming additional FTA Sec. 5324 and PANYNJ matching funds with FTA concurrence augmenting previously obligated FTA Sec. 5324 Tier 3 and PANYNJ matching funds for this PATH Sandy program element. Reallocated from PA 1711.

REASON FOR CHANGE:

Revised cost to complete original scope of work

MPO ACTION REQUIRED: Action requires MPO board approval

FISCAL CONSTRAINT:

Comments: Reallocation of Sec. 5324 and PANYNJ matching funds from existing PATH Sandy program in TIP/STIP

CONFORMITY:

- The current conformity determination will not be impacted. The Metropolitan Planning Organization (MPO) has determined that this project is exempt from conformity analysis as per the Transportation Conformity Rule (40 CFR 93.126 and 93.127).

PUBLIC INVOLVEMENT:

# NJTPA

## Transportation Improvement Program Fiscal Years 2016 - 2019

**Routes:** Mileposts: N/A DBNUM: PA1424

**Name:** Concrete Sea Wall East of Harrison Car Maintenance Facility

PANYNJ will receive funding to construct a concrete sea wall to protect PATH tracks near the Passaic River. The total eligible amount is \$ 22,421,300. The FTA share is \$ 16,815,975. The PANYNJ share is \$ 5,605,325.

**Counties:** Hudson **Municipalities:** Harrison Town

**Project Type:** RCIS Category: Transit Preservation

**Sponsor:** PANYNJ **Est. Total Project Cost: (Million)**

**TIP:**

### PENDING

FY 2016 - 2019 TIP Cost: (Million) \$9.779

Unconstrained  
Year

MPO	PHASE	SOURCE	2016	2017	2018	2019	2020-2025
NJTPA	CON	PANY&NJ		\$ .978			
NJTPA	CON	SECT 5324		\$8.801			
				\$9.779			



## State of New Jersey

DEPARTMENT OF TRANSPORTATION  
1035 Parkway Avenue  
PO Box 600  
Trenton, New Jersey 08625-0600

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MPO: **PANYNJ**

PROJECT: **Concrete Sea Wall East of Harrison Car Maintenance Facility**

DBNUM: PA1424

TRACK #: -PA1424-0-A-2016

TYPE OF PROJECT CHANGE: Project Cost increase

ACTION TAKEN: Programming additional Sec. 5324 local resiliency funding and PANYNJ matching funds with FTA concurrence augmenting previously obligated Sec. 53424 and PANYNJ matching funds for this PATH Sandy program element

REASON FOR CHANGE:

Increased cost to complete original scope of work

MPO ACTION REQUIRED: Action requires MPO board approval

FISCAL CONSTRAINT:

Comments: Reallocating funds from within the overall PATH Sandy recovery program on TIP/STIP.

CONFORMITY:

- The current conformity determination will not be impacted. The Metropolitan Planning Organization (MPO) has determined that this project is exempt from conformity analysis as per the Transportation Conformity Rule (40 CFR 93.126 and 93.127).

PUBLIC INVOLVEMENT:



**NJTPA**

**Transportation Improvement Program Fiscal Years 2016 - 2019**

**Routes:** Mileposts: N/A DBNUM: PA1411

**Name:** Priority Protective Measures with Potential Environmental Impacts

For high priority protective measures to ensure PATH is well prepared for future hurricane seasons and to provide protection to PATH facilities against flash floods and storm surges - measures to include Concrete Bench (Exchange Place), Concrete Wall (West) Harrison Car Maintenance Facility, Concrete Wall (East) Harrison Car Maintenance Facility, cast-in-place walls at substations and bungalows. ADDED: This item also will provide for the reimbursement of additional expenditures related to priority protective measures that were implemented throughout Hoboken Station after Superstorm Sandy.

**Counties:** Hudson **Municipalities:** Harrison Twp Jersey City  
**Project Type:** **RCIS Category:** Transit Preservation  
**Sponsor:** PANYNJ **Est. Total Project Cost: (Million) \$12.350**

**TIP:**

***CURRENT***

**FY 2016 - 2019 TIP Cost: (Million) \$1.400**

**Unconstrained Year**

MPO	PHASE	SOURCE	2016	2017	2018	2019	2020-2025
NJTPA	CON	PANY&NJ		\$ .134			
NJTPA	CON	SECT 5324		\$1.266			
				\$1.400			

***PENDING***

**FY 2016 - 2019 TIP Cost: (Million) \$3.400**

**Unconstrained Year**

MPO	PHASE	SOURCE	2016	2017	2018	2019	2020-2025
NJTPA	CON	PANY&NJ		\$ .334			
NJTPA	CON	SECT 5324		\$3.066			
				\$3.400			



# State of New Jersey

DEPARTMENT OF TRANSPORTATION  
1035 Parkway Avenue  
PO Box 600  
Trenton, New Jersey 08625-0600

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MPO: **NJTPA**

PROJECT: **Priority Protective Measures w/ Environmental Impacts**

DBNUM: PA1411

TRACK #: N-PA1411-1-M-2016

TYPE OF PROJECT CHANGE: Project Cost increase

ACTION TAKEN: Shift Sec. 5324 and PANYNJ matching funds to this project from PA1711 (Rehabilitation of PATH stations) to this project

REASON FOR CHANGE:

Cost increase and incorporate additional flood resiliency scope completed at Hoboken.

MPO ACTION REQUIRED: Action requires MPO board approval

FISCAL CONSTRAINT:

Comments: Shifts Sec. 5324 and PANYNJ matching funds within existing PATH Sandy recovery program on TIP/STIP. No impact on MPO fiscal constraint.

CONFORMITY:

- The current conformity determination will not be impacted. The Metropolitan Planning Organization (MPO) has determined that this project is exempt from conformity analysis as per the Transportation Conformity Rule (40 CFR 93.126 and 93.127).

PUBLIC INVOLVEMENT:

**NJTPA**

**Transportation Improvement Program Fiscal Years 2016 - 2019**

**Routes:**

**Mileposts:** N/A

**DBNUM:** PA1412

**Name:** Salt Mitigation

Funds mitigation of salt water damage in PATH Rail Tunnels A, B, E, and F. The four under-river PATH tunnels were inundated by Superstorm Sandy and its associated storm surge in October 2012. Although immediate repairs were made to restore service as soon as possible, subsequent investigation of facilities and equipment revealed deep penetration of saltwater, causing ongoing corrosion that requires more extensive mitigation. Long-term permanent repairs and replacements of infrastructure are required to return PATH to pre-Sandy state of good repair. The first phase of the project for latent damage repairs includes the survey work and removal of salt resident in PATH tunnels E and F consisting of power washing the tunnel rings and other surfaces in order to remove latent salt deposits. Additionally, this program funds the design, procurement, and replacement of power and communication cables, running rail, third-rail, trackside equipment, and other systems and equipment compromised by the salt residue. This work will begin with the design of the various infrastructure elements and construction will take place in accordance with a tunnel outage schedule. To minimize disruption of service during mitigation work in Tunnel E and F, the project also includes \$ 1.2 M in funding for weekend ferry service between Paulus Hook and WTC ferry terminals for one year.

**Counties:** Hudson Essex

**Municipalities:** Various

**Project Type:**

**RCIS Category:** Transit Preservation

**Sponsor:** PANYNJ

**Est. Total Project Cost: (Million) \$400.245**

**TIP:**

***CURRENT***

**FY 2016 - 2019 TIP Cost: (Million) \$56.746**

**Unconstrained  
Year**

MPO	PHASE	SOURCE	2016	2017	2018	2019	2020-2025
NJTPA	EC	PANY&NJ		\$5.675			
NJTPA	EC	SECT 5324		\$51.071			
				\$56.746			

***PENDING***

**FY 2016 - 2019 TIP Cost: (Million) \$171.746**

**Unconstrained  
Year**

MPO	PHASE	SOURCE	2016	2017	2018	2019	2020-2025
NJTPA	CON	PANY&NJ		\$17.175			
NJTPA	CON	SECT 5324		\$154.571			
				\$171.746			



# State of New Jersey

DEPARTMENT OF TRANSPORTATION  
1035 Parkway Avenue  
PO Box 600  
Trenton, New Jersey 08625-0600

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MPO: **NJTPA**

PROJECT: **Salt Mitigation**

DBNUM: PA 1412

TRACK #: N-PA 1412-1-M-2016

TYPE OF PROJECT CHANGE: Project Cost increase

ACTION TAKEN: Shift Sec. 5324 and PANYNJ matching funds to this project from DBNUM PA1710 and PA1711 to this project

REASON FOR CHANGE:

Reflects updated project cost. Transfer of these funds within the current overall PATH Sandy program in consultation w/ FTA supports ongoing Salt Mitigation work.

MPO ACTION REQUIRED: Action requires MPO board approval

FISCAL CONSTRAINT:

Comments: Transfer of Sec. 5324 and PANYNJ matching funds within existing PATH Sandy program. No impact on MPO fiscal constraint.

CONFORMITY:

- The current conformity determination will not be impacted. The Metropolitan Planning Organization (MPO) has determined that this project is exempt from conformity analysis as per the Transportation Conformity Rule (40 CFR 93.126 and 93.127).

PUBLIC INVOLVEMENT:

**NJTPA**

**Transportation Improvement Program Fiscal Years 2016 - 2019**

**Routes:**

**Mileposts:** N/A

**DBNUM:** PA1413

**Name:** Substations

Replacement/Upgrades of Substations 7, 8, 9, and 14 in Hudson County. The substations provide power for the PATH system. Funding is provided for these substation replacement projects along with midterm repairs that need to be made to the affected substations. These substations were damaged by storm surges and flooding. Equipment that was damaged and not operational has been replaced or refurbished. The outdoor switchyard and building also were undermined due to the storm surge. The existing substations have reached the end of their useful life. The new substations will be constructed above the advisory flood elevation. Land acquisition is necessary in multiple locations so that the current substations can continue to operate during the construction period without any interruption to service. The projects include Substation Interim Repairs/Rehab-Renovation and Midterm Repairs and Replacement/Updates for Substations 7, 8, 9, and 14.

**Counties:** Hudson Essex

**Municipalities:** Various

**Project Type:**

**RCIS Category:** Transit Preservation

**Sponsor:** PANYNJ

**Est. Total Project Cost: (Million) \$221.429**

**TIP:**

***CURRENT***

**FY 2016 - 2019 TIP Cost: (Million) \$15.153**

**Unconstrained  
Year**

MPO	PHASE	SOURCE	2016	2017	2018	2019	2020-2025
NJTPA	CON	PANY-NJ		\$1.515			
NJTPA	CON	SECT 5324		\$13.638			
				\$15.153			

***PENDING***

**FY 2016 - 2019 TIP Cost: (Million) \$40.153**

**Unconstrained  
Year**

MPO	PHASE	SOURCE	2016	2017	2018	2019	2020-2025
NJTPA	CON	PANY-NJ		\$4.015			
NJTPA	CON	SECT 5324		\$36.138			
				\$40.153			



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MPO: **NJTPA**

PROJECT: **Substations**

DBNUM: PA1413

TRACK #: N-PA1413-2-M-2016

TYPE OF PROJECT CHANGE: Project Cost increase

ACTION TAKEN: Transfer a portion of Sec. 5324 and PANYNJ matching funds from DBNUM PA 1711 (Rehabilitation of PATH Stations) to this project.

REASON FOR CHANGE:

Requested change reflects updated cost and implementation schedule

MPO ACTION REQUIRED: Action requires MPO board approval

FISCAL CONSTRAINT:

Comments: Transfer of Sec. 5324 and PANYNJ matching funds within existing PATH sandy program on TIP/STIP. No dimport on MPO fiscal constraint.

CONFORMITY:

PUBLIC INVOLVEMENT:

**NJTPA**

**Transportation Improvement Program Fiscal Years 2016 - 2019**

**Routes:**

**Mileposts:** N/A

**DBNUM:** PA1415

**Name:** Vertical Transportation

Funding is provided for vertical transportation replacement projects. These replacement projects will provide for stoplogs at the ADA elevator at Hoboken and replacement of elevators at the Harrison Car Maintenance Facility, three escalators and elevators at Exchange Place, and four escalators and elevators at Newport Station, and two escalators at Grove Street Station. These elevators and escalators were damaged in Superstorm Sandy and need to be replaced. In the case of Hoboken, the elevator was previously repaired and will now be made more resilient against future storm surges.

**Counties:** Hudson

**Municipalities:** Hoboken City Harrison Twp Jersey City

**Project Type:**

**RCIS Category:** Transit Preservation

**Sponsor:** PANYNJ

**Est. Total Project Cost: (Million) \$130.124**

**TIP:**

***CURRENT***

**FY 2016 - 2019 TIP Cost: (Million) \$79.259**

**Unconstrained  
Year**

MPO	PHASE	SOURCE	2016	2017	2018	2019	2020-2025
NJTPA	CON	PANY-NJ		\$7.926			
NJTPA	CON	SECT 5324		\$71.333			
				\$79.259			

***PENDING***

**FY 2016 - 2019 TIP Cost: (Million) \$84.259**

**Unconstrained  
Year**

MPO	PHASE	SOURCE	2016	2017	2018	2019	2020-2025
NJTPA	CON	PANY-NJ		\$8.426			
NJTPA	CON	SECT 5324		\$75.833			
				\$84.259			



# State of New Jersey

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MPO: **NJTPA**

PROJECT: **Vertical Transportation**

DBNUM: PA 1415

TRACK #: N-PA 1415-2-M-2016

TYPE OF PROJECT CHANGE: Project Cost increase

ACTION TAKEN: Transfer a portion of Sec 5324 and PANYNJ matching funds from DBNUM PA1711 to this project

REASON FOR CHANGE:

Reflects updated cost and implementation schedule

MPO ACTION REQUIRED: Action requires MPO board approval

FISCAL CONSTRAINT:

Comments: Transfer of Sec. 5324 and PANYNJ matching funds within existing PATH Sandy program on current TIP/STIP.  
No impact on MPO fiscal constraint.

CONFORMITY:

PUBLIC INVOLVEMENT:



**NJTPA**

**Transportation Improvement Program Fiscal Years 2016 - 2019**

**Routes:** Mileposts: N/A DBNUM: PA1710  
**Name:** Repairs at Harrison Car Maintenance Facility

This item provides for the replacement of the sanitary ejector pit, the removal and replacement in-kind of all approach track infrastructure, pavement rehabilitation of three parking lots and the facility roadway, drainage improvement, minor regarding, traffic pavement marking and signage replacements which were damaged by Superstorm Sandy at the Harrison Car Maintenance Facility located in Harrison, NJ. This item also will provide for the replacement of internal electrical systems at the facility.

**Counties:** Hudson **Municipalities:** Harrison  
**Project Type:** **RCIS Category:** Transit Preservation  
**Sponsor:** PANYNJ **Est. Total Project Cost: (Million) \$98.588**

**TIP:**

***CURRENT***

**Unconstrained**

**FY 2016 - 2019 TIP Cost: (Million) \$98.588**

**Year**

MPO	PHASE	SOURCE	2016	2017	2018	2019	2020-2025
NJTPA	CON	PANY&NJ		\$9.859			
NJTPA	CON	SECT 5324		\$88.729			
				\$98.588			

***PENDING***

**Unconstrained**

**FY 2016 - 2019 TIP Cost: (Million) \$38.588**

**Year**

MPO	PHASE	SOURCE	2016	2017	2018	2019	2020-2025
NJTPA	CON	PANY&NJ		\$3.859			
NJTPA	CON	SECT 5324		\$34.729			
				\$38.588			



## State of New Jersey

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MPO: **NJTPA**

PROJECT: **Repairs at Harrison Car Maintenance Facility**

DBNUM: PA1710

TRACK #: N-PA1710-1-M-2016

TYPE OF PROJECT CHANGE: Project Phase Slippage

ACTION TAKEN: Transfer a portion of Sec. 5324 and PANYNJ matching funds programmed for this project to DBNUM PA1412 (Salt Mitigation).

REASON FOR CHANGE:

Transfer of these funds within the current overall PATH Sandy program in consultation w/ FTA supports ongoing Salt Mitigation work, with intention to implement the Harrison Car Maintenance Facility repair in the near future

MPO ACTION REQUIRED: Action requires MPO board approval

FISCAL CONSTRAINT:

Comments: Transfer of Sec. 5324 and PANYNJ matching funds within existing PATH Sandy program on TIP/STIP. No impact on MPO fiscal constraint.

CONFORMITY:

- The current conformity determination will not be impacted. The Metropolitan Planning Organization (MPO) has determined that this project is exempt from conformity analysis as per the Transportation Conformity Rule (40 CFR 93.126 and 93.127).

PUBLIC INVOLVEMENT:

**NJTPA**

**Transportation Improvement Program Fiscal Years 2016 - 2019**

**Routes:**

**Mileposts:** N/A

**DBNUM:** PA1711

**Name:** Rehabilitation of PATH Stations

The scope of work for this project includes the restoration of latent damage at the platform and mezzanine levels resulting from Superstorm Sandy at the Exchange Place, Grove Street, and Newport stations in Jersey City and the Hoboken Station located in Hudson County, NJ. Each station will be investigated to determine the extent of latent damage to the structural, mechanical, and electrical facilities that has occurred from Superstorm Sandy. Architectural finishes will be restored throughout the stations and mezzanines. The item also will provide funds for the waterproofing of Newport Station.

**Counties:** Hudson

**Municipalities:** Hoboken Jersey City

**Project Type:**

**RCIS Category:** Transit Preservation

**Sponsor:** PANYNJ

**Est. Total Project Cost: (Million) \$265.000**

**TIP:**

***CURRENT***

**FY 2016 - 2019 TIP Cost: (Million) \$265.000**

**Unconstrained  
Year**

MPO	PHASE	SOURCE	2016	2017	2018	2019	2020-2025
NJTPA	CON	PANY&NJ		\$26.500			
NJTPA	CON	SECT 5324		\$238.500			
				\$265.000			

***PENDING***

**FY 2016 - 2019 TIP Cost: (Million) \$160.837**

**Unconstrained  
Year**

MPO	PHASE	SOURCE	2016	2017	2018	2019	2020-2025
NJTPA	CON	PANY&NJ		\$16.084			
NJTPA	CON	SECT 5324		\$144.753			
				\$160.837			



# State of New Jersey

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MPO: **NJTPA**

PROJECT: **Rehabilitation of PATH Stations**

DBNUM: PA1711

TRACK #: N-PA1711-1-M-2016

TYPE OF PROJECT CHANGE:

ACTION TAKEN: Shift Sec. 5324 and PANYNJ matching funds to DBNUM PA1412, PA1413, PA1415, PA1423, PA 1424.

REASON FOR CHANGE:

Requested funding shift reflects updated costs and implementation schedules for more advanced elements for PATH system recover, with intention to complete the station improvements in a later phase of the PATH Sandy recovery program.

MPO ACTION REQUIRED: Action requires MPO board approval

FISCAL CONSTRAINT:

Comments: Transfer of Sec. 5324 and PANYNJ matching funds w/in existing PATH Sandy recovery program on TIP/STIP.  
No impact on MPO fiscal constraint.

CONFORMITY:

PUBLIC INVOLVEMENT:

July 11, 2017, Attachment H.6.

**DRAFT RESOLUTION: APPROVAL OF PROJECTS FOR THE 2016  
TRANSPORTATION ALTERNATIVES PROGRAM**

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

**WHEREAS**, the Transportation Alternatives Program (TAP) was established by Congress in 2012 under the Moving Ahead for Progress in the 21<sup>st</sup> Century Act (MAP-21) and is funded through a set-aside of the Federal-aid Highway Program; and

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

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

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

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

**WHEREAS**, the NJDOT received 77 eligible applications in the NJTPA region; and

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

**WHEREAS**, within the NJTPA region, the NJDOT has agreed to fund the top-scoring non-SRTS TAP projects with a funding total of \$19.460 million; and

**WHEREAS**, the recommended projects address the goals of the program as defined; and

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

**NOW, THEREFORE, BE IT RESOLVED**, that the North Jersey Transportation Planning Authority hereby approves the attached list of projects for the Transportation Alternatives Program.

**BE IT FURTHER RESOLVED**, that a copy of this resolution be forwarded to the New Jersey Department of Transportation for submission to the Federal Highway Administration and to the counties of the selected applicants.

## Summary of Action

### Approval of Projects for the 2016 Transportation Alternatives Program

**Action:** The approval of projects for the 2016 Transportation Alternatives Program (TAP)

**Background:** Congress established TAP in 2012 under the Moving Ahead for Progress in the 21<sup>st</sup> Century Act (MAP-21). It is funded through a set-aside of the Federal-aid Highway Program.

TAP provides an opportunity for eligible entities to apply for federal funding for construction of community based “non-traditional” projects designed to strengthen the cultural, aesthetic, and environmental aspects of the nation’s intermodal system. Eligible activities include those formerly funded through the federal Safe Routes To School (SRTS) program, which had its specific set-aside eliminated under MAP-21. The State of New Jersey opted to continue its SRTS program with TAP funding under a separate solicitation. The latest round of New Jersey SRTS projects were previously approved by the NJTPA Board of Trustees.

Eligible projects needed to fall into one the following seven categories to qualify for TAP funding (not including categories for SRTS applications):

- Provisions of facilities for bicycles and pedestrians
- Scenic or historic highway programs, including the provision of tourist and welcome center facilities as well as scenic turnouts, overlooks, and viewing areas
- Landscaping and other scenic beautification
- Historic preservation
- Rehabilitation of historic transportation buildings, structures and facilities (including historic railroad facilities and canals)
- Preservation of abandoned railway corridors (including the conversion and use thereof for pedestrian and bicycle trails)
- Environmental mitigation to address water pollution due to highway runoff or reduce vehicle- caused wildlife mortality while maintaining habitat connectivity.

Eligible applicants for non-SRTS TAP funding are: local governments (municipalities and counties), regional transportation authorities, transit agencies, natural resource or public land agencies, tribal governments and any other local or regional governmental entity with responsibility for oversight of transportation (other than a Metropolitan Planning Organization or State agency).

The New Jersey Department of Transportation (NJDOT) sent out solicitation notifications for the 2016 TAP funding opportunity in August 2016, with a November 10, 2016 submittal deadline. A total of 77 eligible applications were received for projects in the NJTPA region. A Technical Review Committee (TRC) comprised of NJTPA Central Staff, NJDOT Division of Local Aid, Division of Traffic Engineering and Safety and the Bureau of Environmental Program Resources reviewed the applications. Within the NJTPA region, NJDOT agreed to fund the top-scoring non-SRTS TAP projects up to a total of \$19.46 million.

**Justification for Action:** The TRC is recommending approval of the attached list of 27 TAP projects.

**Staff Recommendation:** Central Staff recommends approval of this action.



**NJTPA 2016 Transportation Alternatives Program Recommended Projects**

Sponsor	Counties	Municipalities	Project Name	Award Amount
Hackensack City	Bergen County	Hackensack City	Main Street Streetscape	\$1,000,000.00
Park Ridge Borough	Bergen County	Park Ridge Borough	Park Avenue Streetscape	\$357,000.00
Essex County	Essex County	Township,Maplewood Township	Irvington Avenue Streetscape Project- Phase II	\$702,000.00
Orange City Township	Essex County	Orange City Township	Highland Avenue Station Accessibility Project	\$606,000.00
Hudson County	Hudson County	Bayonne City	Celebrating the Morris Canal Greenway through Mercer Park	\$297,000.00
Hoboken City	Hudson County	Hoboken City	Newark Street Complete and Green Street Improvements	\$451,000.00
Allentown Borough	Monmouth County	Allentown Borough	Historic Streetscape Improvement Project - Phase II	\$854,000.00
Asbury Park City	Monmouth County	Asbury Park City	Alternative Transportation Enhancements for Asbury Park City, NJ	\$237,000.00
Keyport Borough	Monmouth County	Keyport Borough	Pedestrian Safety Improvements Project	\$569,000.00
Manasquan Borough	Monmouth County	Manasquan Borough	Business District Streetscape Improvements	\$1,000,000.00
Neptune Township	Monmouth County	Neptune Township	Safety, Accessibility and Mobility Improvements to the Jumping Brook Cooridor	\$887,000.00
Boonton Town	Morris County	Boonton Town	Boonton Historic Main Street Revitalization and Pedestrian Safety Improvements (Phase 1)	\$1,000,000.00
Denville Township	Morris County	Denville Township	Denville Streetscape Project - Phase III First Avenue	\$615,000.00
Morristown Town	Morris County	Morristown Town	MLK Promenade Transit Connection	\$1,000,000.00
Roxbury Township	Morris County	Roxbury Township	Sidewalk & Bicycle Facility Main St. Streetscape 1)Streetscape 2)Sidewalks 3)Bicycle Facility	\$909,000.00
Toms River Township	Ocean County	Toms River Township	Ortley Beach Streetscape and Gateway Treatment Project	\$939,000.00
Passaic County	Passaic County	Paterson City	Spruce Street Gateway Project (Phase 1)	\$1,200,000.00
Bound Brook Borough	Somerset County	Bound Brook Borough	Bound Brook Historic Train Station Rehabilitation Project	\$839,000.00
Raritan Borough	Somerset County	Raritan Borough	Pedestrian Improvements from the NJ Transit Rail Station to the Riverfront	\$1,000,000.00
NJDEP/Division of Parks and Forestry State Park Service	Sussex County	Byram Township	Multi-year trail and Morris Canal Improvements at Waterloo Village.	\$615,000.00
NJDEP/Division of Fish and Wildlife	Sussex County	Byram Township	Waterloo Road Amphibian Passage System	\$503,000.00
Hopatcong Borough	Sussex County	Hopatcong Borough	River Styx Road Streetscape Improvement Project	\$616,000.00
Sparta Township	Sussex County	Sparta Township	Phase IV Town Center Beautification	\$500,000.00
Stanhope Borough	Sussex County	Stanhope Borough	Stanhope Pedestrian Loop Phase 2	\$825,000.00
Fanwood Borough	Union County	Fanwood Borough	South Avenue Transportation Infrastructure Development Project	\$802,000.00
Knowlton Township	Warren County	Knowlton Township	Ramsaysburg Homestead Historic Site Restoration, 140 US State Highway Route 46, Warren County	\$815,000.00
Lopatcong Township	Warren County	Lopatcong Township	Upper Belvidere Rd Sidewalk Improvement Project	\$322,000.00
				<b>\$19,460,000.00</b>