



John P. Kelly, Chair
Charles Kenny, First Vice Chair
David W. Behrend, Executive Director

JOHN P. KELLY, CHAIR

BOARD MEETING AGENDA

July 8, 2024

10:30 AM

Public comments can be made in-person or via a special Zoom meeting link which requires registration in advance at NJTPA@NJTPA.org by Friday, July 5, 2024.

- A. Open Public Meetings Act Compliance
- B. Salute to the Flag
- C. Roll Call
- D. Approval of Minutes
- E. Chair’s Remarks
- F. Executive Director’s Report
- G. Presentation: Building Better Places: Urban Design Strategies for a Connected Region — June Williamson, Professor and Director of Programs in Graduate Architecture, The City College of New York
- H. Committee Reports/Action Items*
 - Project Prioritization – Commissioner Charles Kenny, Chair
 1. Approval of the 2024 Safe Routes to School Awards (Attachments H.1.a., H.1.b.)
 2. Minor Amendments to the FY 2024-2027 Transportation Improvement Program to Add Federal Funds to Seven Programs as Requested by NJDOT (Attachments H.2.a., H.2.b.)
 - Bridge Deck/Superstructure Replacement Program
 - Bridge Preventive Maintenance
 - Mobility and Systems Engineering Program

- Local Safety/High Risk Rural Roads Program
- Pavement Preservation, NJTPA
- Planning and Research, Federal-Aid
- Safety Programs
- 3. Minor Amendment to the FY 2024-2027 Transportation Improvement Program to Adjust and Increase Federal Funds on the Route 80, Riverview Drive (CR 640) to Polify Road (CR 55) Project in Bergen and Passaic Counties as Requested by NJDOT (Attachments H.3.a., H.3.b.)
- 4. Minor Amendments to the FY 2024-2027 Transportation Improvement Program to Add Federal Funds to Three Programs as Requested by NJ TRANSIT (Attachments H.4.a., H.4.b.)
 - Bridge and Tunnel Rehabilitation
 - Rail Support Facilities and Equipment
 - Transit Enhancements/Transportation Alternatives Program/Alternative Transit Improvements
- 5. Minor Amendments to the FY 2024-2027 Transportation Improvement Program to Add One Program and Four Projects as Requested by NJ TRANSIT (Attachments H.5.a., H.5.b.)
 - Light Rail Vehicle Rolling Stock
 - Lackawanna Cutoff MOS Project
 - Lyndhurst Intermodal ADA Improvements
 - NEC Elizabeth Intermodal Station Improvements
 - New Brunswick Station Platform Extension and Elevator Improvements (Liberty Corridor)

● Planning and Economic Development – Commissioner Jason Sarnoski, Chair

● Freight Initiatives Committee - Commissioner Stephen Shaw, Chair

I. Public Participation

J. Time and Place of Next Meeting: The next meeting of the NJTPA will be held in-person on September 9, 2024, 10:30 a.m. at the NJTPA, One Newark Center (1085 Raymond Blvd.), Newark, NJ 07102.

K. Adjournment

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

JOHN P. KELLY, CHAIR

Board Meeting Minutes

May 13, 2024

A. Open Public Meetings Act Compliance

Chair John P. Kelly, Ocean County, called the meeting to order at 10:30 a.m. Ted Ritter, Central Staff, reported that, in accordance with the Open Public Meetings Act, Chapter 231, P.L.1975, adequate notice of this meeting was 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 at the Essex County Hall of Records in Newark and the office of the Lieutenant Governor in Trenton.

B. Roll Call

Mr. Ritter called the roll. Twenty voting members attended the virtual meeting. (Attachment 1).

C. Approval of Minutes

A motion to approve the minutes of the March 11, 2024 meeting was made by Morris County, seconded by Union County and carried unanimously.

D. Chair's Remarks

Chairman Kelly thanked Board members and attendees for their flexibility to meet virtually due to anticipated traffic volume and parking shortages caused by graduations being held in downtown Newark, allowing everyone to participate in the meeting.

The Chairman also thanked the Port Authority for offering to present regarding plans for the future of the Manhattan bus terminal. Chairman Kelly expressed his gratitude to Board members and Central Staff who participated in the recent New Jersey TransAction Conference in Atlantic City. The Chairman noted that he moderated a panel discussion at the conference on the NJTPA's Complete Streets Technical Assistance Program and Demonstration Library. Also at this session, a representative from Seaside Heights Borough noted that the town used their Complete Streets Technical Assistance report to successfully apply for an \$824,000 Transportation Alternatives Set-Aside Grant to make improvements to Central Avenue.

The Chairman announced that the NJTPA recently selected five communities for the program's 2024-2025 cycle. They are Belleville and Verona townships in Essex County; Belmar Borough in Monmouth County; the City of Paterson in Passaic County; and Readington Township in Hunterdon County.

He also told the Board that International Motor Freight, which received funding from the NJTPA's Transportation Clean Air Measures Program, participated in a recent roundtable discussion at the White House on a new national goal to reach zero emissions in the freight sector by transitioning to zero-emission heavy-duty vehicles. The company will use the funding to build out electric vehicle infrastructure at the Port of New York and New Jersey.

Regarding safety, the Chairman said Ocean County is among eight subregions working with the NJTPA to develop Local Safety Action Plans, which will provide a framework for addressing their most pressing safety needs. All the participating subregions have created Local Implementation Committees, which have started to meet and will help advance the recommendations in these plans.

He also said that the following week Harvey Cedars would help kick off its summer Street Smart NJ campaign with a news conference on May 23, leading into the unofficial start of summer at the shore on Memorial Day weekend.

He noted that last month Union County Commissioner Bette Jane Kowalski, NJTPA Third Vice Chair, helped kick off a campaign in Roselle Borough, which is being led by EZ Ride Transportation Management Association. He said the NJTPA is always looking for communities to partner with on safety campaigns. Anyone interested in learning more can visit BeStreetSmartNJ.org.

E. Executive Director's Report

Executive Director David Behrend also thanked those who participated in TransAction, which he said had record attendance this year. He said the NJTPA also staffed a booth at the New Jersey Association of Counties Conference, which was held the same week as TransAction in Atlantic City. He noted that two days after the meeting, the NJTPA would host a booth at the New Jersey Conference of Mayors in Atlantic City for the first time, providing a great opportunity to promote the agency's municipally focused programs.

Regarding planning activities, Mr. Behrend said many projects and programs are wrapping up with the fiscal year ending June 30. This, he said, includes Subregional Studies concluding in Jersey City, Monmouth County, Newark, and Passaic County. Also, a major initiative led by Central Staff concluding this summer is the update of the Regional Capital Investment Strategy, which serves as a framework for setting investment priorities and targets across various categories. Once complete, the updated investment strategy will be a foundation for the next Long Range Transportation Plan, which the Board must adopt by the fall of 2025. He said the NJTPA is finalizing the selection of two consultant teams, one for the plan's financial element and another for public engagement.

Plan outreach will include meetings and events around the region. He said the NJTPA will look for active involvement by Board members. Supporting this outreach, he said, will be the UpNext North Jersey young adults advisory group and the NJTPA's Outreach Liaisons, community members who help expand the reach of NJTPA public engagement efforts. He welcomed any ideas on how to best gather public and stakeholder input in all subregions.

Also supporting the development of the long-range plan, Mr. Behrend reported, is an update of the NJTPA's federally required Congestion Management Process. With input from the subregions and others, it will examine accessibility, mobility, and equity needs and strategies to address them. At the same time, the NJTPA's freight forecasting project is analyzing freight trends out to 2050.

Also regarding freight, Mr. Behrend said, on April 18, the NJTPA hosted a workshop on behalf of the Multistate Freight Working Group, a part of the Metropolitan Area Planning (MAP) Forum, which includes 10 metropolitan planning organizations (MPOs) and councils of government from New Jersey, New York, Connecticut, and Pennsylvania. The speakers focused on the use of the federal Freight Analysis Framework dataset, an important resource for planning freight policies and investments, he said.

Turning to other planning activities, Mr. Behrend said the next steps in the development of Local Safety Action Plans that the Chairman mentioned include creating websites for each participating subregion to provide safety data and gather public input. Another planning effort, he said, involves the evolution of Together North Jersey (TNJ), a long-standing partnership with the Voorhees Transportation Center at Rutgers University. This work is now being done under a new name, the Vibrant Communities Initiative, which continues the mission of the TNJ Plan. A new [website](#) is linked to the NJTPA homepage.

On April 26, the Vibrant Communities Initiative held a forum in New Brunswick on creative placemaking, featuring speakers on honoring the culture and history of communities. Video of the full event is on the NJTPA website.

He encouraged those interested in the development of the Morris Canal Greenway to attend the Morris Canal Working Group's spring virtual meeting on May 22. He also noted that the Canal Society of New Jersey recently opened an office in Parsippany, where it has made its extensive historical archives available to the public. A link to a new NJTPA video on the archive was included with the Central Staff Highlights emailed to the Board on Friday.

Finally, Mr. Behrend recognized the NJTPA's Freight Planning Director, Anne Strauss-Wieder, who is retiring next month. He thanked Anne for all her hard work for the NJTPA over the years.

F. Presentation: Port Authority Bus Terminal Project — Jay Shuffield, Manager of Regional Transportation Policy, Port Authority of New York and New Jersey

Mr. Shuffield said the Port Authority is undertaking a project to transform and replace the existing Midtown Bus Terminal in Manhattan. The terminal, dating back to the 1950s with expansions in the 1960s and 1980s, faces such challenges as buses using city streets due to inadequate facilities. The new terminal will be larger to accommodate future growth and ADA requirements and will feature a staging and storage facility to ensure timely bus operations. Additionally, it will replace surface parking lots, reducing street congestion. The project, he said, will deliver world class public spaces inside and around the new terminal, including decks over some current roadways, a central atrium and new retail spaces along the current blank facade on 40th Street. Collaboration with the community and officials has shaped the project, he said, aiming to integrate regional transportation better into the neighborhood.

He said the project is nearing the end of the environmental review process, which involved a notice of intent issued in June 2021. The draft environmental impact statement (EIS) was published in February, and the public comment period closed in March. After addressing comments and finalizing the EIS, he said a record of decision is anticipated this summer. The agency is hoping to begin construction around the end of the year, which will include creating a new temporary terminal while the existing one is rebuilt.

G. Committee Reports/Action Items

Project Prioritization – Commissioner Charles Kenny, Chair

Commissioner Kenny, Middlesex County, said the committee considered three action items — two modifications, and one minor amendment to the Transportation Improvement Program (TIP). Only the minor amendment requires Board action.

The City of Elizabeth, he said, requested a TIP amendment to add the Elizabeth Intermodal Transportation Infrastructure Planning Project. The City received a \$5 million federal Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant. The grant will be used for a planning study to assess the feasibility of constructing a ferry terminal and establishing ferry service from the City of Elizabeth to Manhattan. The Federal Transit Administration, as a condition of awarding the grant, required that the project be added to the TIP. This is listed as Action Item One on the agenda.

Next, he said, the Committee considered a modification to add \$11.13 million of National Highway Performance Program funds to the TIP for construction of the Route 80/Route 15 Interchange Project in Morris County. This will increase the total to \$155.6 million. The increased cost is the result of unit price increases due to inflation, supply chain issues, and higher costs for labor and materials. This project is in final design and construction is anticipated to begin in 2028 and be completed in 2032. The Committee approved the item, and it does not require action by the Board.

The third item before the Committee, he said, was a TIP modification to add \$2.5 million of Bridge Formula Program funds for preliminary engineering in fiscal year 2024 for the Route 3 Eastbound Bridge over the

Hackensack River and Meadowlands Parkway Project in Bergen and Hudson counties. This increases the total project cost to \$7 million. The increase stems from inflation and additional task activities needed to complete the environmental assessment. This modification was approved by the Committee and does not require Board action.

Also at the meeting, he said, Central Staff provided a briefing on the financial plan updates for two New Jersey Department of Transportation (NJDOT) projects: the Route 3, Route 46, Valley Road and Notch/Rifle Camp Road Interchange Project in Passaic County; and the Route 206, Valley Road to Brown Avenue Project in Morris County. Both projects have seen cost increases due to inflation, right-of-way acquisition, and needed project changes, among other factors. The allocations in the TIP are sufficient to cover the increases.

Action Item 1: Minor Amendment to the FY 2024-2027 Transportation Improvement Program to Add the Elizabeth Intermodal Transportation Infrastructure Planning Project in Union County as Requested by the City of Elizabeth (Attachment 2)

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

Planning and Economic Development – Commissioner Jason Sarnoski, Chair

Commissioner Sarnoski, Warren County, said there were no action items for the Committee at the meeting but Central Staff briefed members on several planning initiatives. First, was a presentation on the Palisades Shared Use Path Study, which is investigating the potential for creating a path on the west side of the Hudson River, between the Governor Mario M. Cuomo Bridge and the George Washington Bridge. This is being led by the New York Metropolitan Transportation Council with the NJTPA's active involvement. Central Staff will brief the Board as the study progresses.

Next, he said the committee was informed that the state's three MPOs are accepting applications for the Regional Transportation Alternatives Set-Aside program. This is a popular program that covers a wide range of non-traditional transportation projects costing \$1.5 million or more. The NJTPA's priorities for the program are projects that advance the Morris Canal Greenway and/or the Regional Active Transportation Plan, including bicycle and pedestrian improvements. Central Staff has been compiling a list of candidate projects, which must be submitted to the NJDOT later this week. NJDOT will then open its online submission system, and subregions and municipalities who are on the NJTPA's list will be able to submit formal applications, which will be considered for this competitive funding.

The Committee was also briefed on recent federal funding opportunities that are highlighted on NJTPA's Infrastructure Investment and Jobs Act [webpage](#) and on the award of Complete Streets Technical Assistance.

Freight Initiatives – Commissioner Stephen Shaw, Chair

Commissioner Shaw, Morris County, said the Committee thanked Ms. Strauss-Wieder for her years of service supporting freight planning in the region and wished her well on her retirement.

He said the meeting featured the Committee's Annual Port Industry Update. The first speaker was Beth Rooney, Port Director at the Port Authority of New York and New Jersey, who said the volume of freight handled at the port has moderated in the past year, following the large surge of up to 28 percent during the pandemic, which severely strained the port's capacity. However, port traffic remains higher than pre-pandemic volumes in 2019. In recent weeks, the port has handled cargo diverted from the Port of Baltimore after the bridge collapse there.

Ms. Rooney also provided an update on some port improvement projects that are advancing, including a southbound rail connection and upgrades to road access from the north. The agency also issued a Net Zero Roadmap, including commitments from each port department to reduce greenhouse gases.

The next speaker was John Nardi, President of the Shipping Association of New York and New Jersey. He said the

port has gone from a shortage of workers during the pandemic to a surplus of longshoremen today due to the lower cargo volumes. Yet the port is seeking to retain its pool of experienced workers given the likelihood of future growth. Many under-utilized workers are being trained on new equipment and procedures. Along with the Council on Port Performance, his organization also continues to conduct outreach and recruitment in surrounding communities to prepare people for work in the industry. The hiring process, he said, is much improved now that it is overseen by the New Jersey State Police rather than the previous Waterfront Commission.

As part of member reports to the Committee, Commissioner Shaw shared that Morris County received a \$558,000 grant from the NJDOT's Rail Freight Assistance Program for the design of the Chester Branch Rail Bridge over Berkshire Valley Road in Roxbury, to ensure there is sufficient clearance to curtail incidents of trucks striking the bridge. The improvements were recommended as part of the Berkshire Valley Road Truck Circulation Project completed through the NJTPA's Freight Concept Development Program last year.

NJDOT shared that the agency continues work on its truck parking profile study, including outreach to stakeholders and interviews with truck drivers.

H. Public Participation

The Chair acknowledged Bruce Hain, who indicated he would like to make comments.

Mr. Hain said he regretted missing the comment period on the EIS for the Port Authority Bus Terminal, which Mr. Shuffield spoke about earlier in the meeting. He said he produced a video called "Lincoln Tunnel Fourth Tube and the Bus Terminal Replacement Project," which explains his position on the project. He said the Port Authority should consider scenarios for a fourth Lincoln Tunnel tube before the replacement project is underway. He urged NJTPA Board members and others to watch his video on YouTube. The Port Authority's proposed version of the bus terminal, he said, covers up the tunnel portals, which he said were quite elegantly done, even in their current poor condition.

I. Time and Place of Next Meeting

Chairman Kelly announced that the next meeting of the Board will be held in-person on July 8, 2024, 10:30 a.m. at the NJTPA offices in Newark.

J. Adjournment

At 11:16, a motion to adjourn was made by Morris County, seconded by Middlesex County, and carried unanimously.

NORTH JERSEY TRANSPORTATION PLANNING AUTHORITY, INC.
Meeting of the Board of Trustees
Attendance Record: May 13, 2024

Subregion/Agency	Voting Members/Alternates	Staff & Others
Bergen County	Peter Botsolas	Joseph Baladi
Essex County	David Antonio	
Hudson County	Tom Malavasi	Ashley Dominguez
Hunterdon County	Hon. Susan Soloway	Katherine Fullerton
Jersey City	Michael Manzella	Elias Guseman
Middlesex County	Hon. Charles Kenny Linda Weber	Mike Dannemiller Andrew Lappitt
Monmouth County	Teri O'Connor	Joseph Ettore Shilpa Bhojappa
Morris County	Hon. Stephen Shaw John Hayes	Kevin Stephens
Newark	Dolores Martinez Wooden	
Ocean County	Hon. John Kelly	Mark Jehnke, John Ernst
Passaic County	Hon. John Bartlett	Ahmet Akdag Adam Bradford
Somerset County	Walter Lane	Ken Wedeen, Jonathan Eagle
Sussex County	Tom Drabic	
Union County	Hon. Bette Jane Kowalski Hon. Michelle Delisfort	Liza Betz
Warren County	Hon. Jason Sarnoski David Dech	Ryan Conklin Shawn Buskirk
Office of the Governor	Dorian Smith	
NJDOT	Eric Powers	Megan Fackler
NJ TRANSIT	Jeremy Colangelo-Bryan	
Port Authority of New York & New Jersey (PANYNJ)	Jay Shuffield	
Citizens' Representative	Charles Burton	

Other Attendees	
Ted DelGuercio III	Legal Counsel
Various members of Central Staff	NJTPA
Shevon Abrams	
Bruce Hain	
Doug Greenfeld	
Robert Werkmeister	
Jim Yeager	
Sandra (no last name provided)	
(908) 334-6022	
(973) 579-0500	

**DRAFT RESOLUTION: MINOR AMENDMENT TO THE FY 2024 – 2027
TRANSPORTATION IMPROVEMENT PROGRAM TO ADD THE ELIZABETH
INTERMODAL TERMINAL TRANSPORTATION PLANNING PROJECT IN UNION
COUNTY AS REQUESTED BY THE CITY OF ELIZABETH**

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 2024 – 2027 Transportation Improvement Program (TIP) on September 12, 2023; 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 at any time; and

WHEREAS, according to the MOU when a project or program with federal funds is added to the TIP and a new air quality conformity determination is not required, this constitutes a minor amendment; and

WHEREAS, the City of Elizabeth has requested a minor amendment to the FY 2024 – 2027 TIP to add the Elizabeth Intermodal Transportation Infrastructure Planning Project in Union County (DBNUM NDFT2401) with \$5 million in federal funding for planning study work; and

WHEREAS, fiscal constraint is maintained by adding \$5 million of US Department of Transportation RAISE Discretionary Grant Program funds to this project; and

WHEREAS, this minor amendment is exempt from an air quality conformity analysis as per the Transportation Conformity Rule (40 CFR 93.126 and 93.127) and does not impact the current conformity determination; and

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

WHEREAS, the FY 2024 – 2027 TIP conforms to the MAP-21/FAST Act and Infrastructure Investment and Jobs Act performance-based planning requirements; and

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

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

NOW, THEREFORE, BE IT RESOLVED, that the North Jersey Transportation Planning Authority hereby approves the specified amendment to the FY 2024 – 2027 Transportation Improvement Program.

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

**DRAFT RESOLUTION: APPROVAL OF PROJECTS FOR THE 2024
SAFE ROUTES TO SCHOOL PROGRAM**

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

WHEREAS, the Safe Routes to School Program is supported in the Infrastructure Investment and Jobs Act of 2021 with a set-aside of funds under the Surface Transportation Block Grant Program; and

WHEREAS, the objectives of the Safe Routes to School Program are to enable and encourage children in grades K-12, including those with disabilities, to walk and bicycle to school; to make bicycling and walking to school a safer and more appealing transportation alternative, thereby encouraging a healthy and active lifestyle from an early age; and, to facilitate the planning, development and implementation of projects and activities that will improve safety and reduce traffic, fuel consumption and air pollution in the vicinity of schools; and

WHEREAS, the New Jersey Department of Transportation (NJDOT) sent out solicitation notifications for Safe Routes to School in July 2023 inviting eligible applicants to submit for the program; and

WHEREAS, the NJDOT received 62 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 award the top-scoring SRTS projects with a funding total of \$13.996 million; and

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

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

NOW, THEREFORE, BE IT RESOLVED, that the North Jersey Transportation Planning Authority hereby approves the attached list of projects for the Safe Routes to School Program.

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

Summary of Action
Approval of Projects for the 2024
Safe Routes to School Program

Action: The approval of projects for the 2024 Safe Routes to School Program.

Background: This program is funded through the Infrastructure Investment and Jobs Act of 2021 with a set-aside of funds under the Surface Transportation Block Grant Program; and a set-aside of the Federal-aid Highway Program.

The Safe Routes to School Program is to enable and encourage children in grades K-12, including those with disabilities, to walk and bicycle to school; to make bicycling and walking to school a safer and more appealing transportation alternative, thereby encouraging a healthy and active lifestyle from an early age; and, to facilitate the planning, development and implementation of projects and activities that will improve safety and reduce traffic, fuel consumption and air pollution in the vicinity of school. This action is to approve the selected projects for the 2024 program.

The New Jersey Department of Transportation (NJDOT) sent out solicitation notifications for the FY2024 Safe Routes to School Program funding opportunity in July 2023. A total of 62 eligible applications were received for projects in the NJTPA region. A Technical Review Committee 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 projects with \$13.996 million.

Justification for Action: The Technical Review Committee is recommending approval of the attached list of 16 Safe Routes to School projects (total \$13.996 million).

Staff Recommendation: Central Staff recommends approval of this action.

Applicant/Grant Recipient	County	Municipality	Project Name	Type of Improvement	Awarded Amount
Teaneck Township	Bergen	Teaneck Township	Pedestrian Bridge over CSX Railroad Project	Pedestrian Safety	\$1,500,000.00
Belleville Township	Essex	Belleville Township	Belleville Public Schools Pedestrian Safety Project	Pedestrian Safety	\$962,000.00
West Orange Township	Essex	West Orange Township	Gregory Ave and Lowell Ave Safe Routes to School Project	Pedestrian Safety	\$966,000.00
Orange City Township	Essex	Orange City Township	Lincoln Avenue School Pedestrian Safety Improvements Project	Pedestrian Safety	\$912,000.00
Essex County	Essex	Verona Township	New Traffic Signal at Lakeside Avenue (CR-636) and Pease Avenue	Pedestrian Safety	\$436,000.00
Nutley Township	Essex	Nutley Township	Nutley Schools Intersection Improvement Project	Pedestrian Safety	\$557,000.00
High Bridge Borough	Hunterdon	High Bridge Borough	Fairview Avenue & Church Street	Pedestrian Safety	\$530,000.00
Freehold Borough	Monmouth	Freehold Borough	Freehold Safe Routes to School Project	Pedestrian Safety	\$972,000.00
Keyport Borough	Monmouth	Keyport Borough	Maple Place, W 4th Street, St. Peters Place & St. George Place Safe Routes to School Improvements	Pedestrian Safety Bikeway	\$749,000.00
Rockaway Township	Morris	Rockaway Township	Pedestrian Safety & Connectivity Improvements: Copeland Middle & Stony Brook Elementary School Complex	Pedestrian Safety	\$1,199,000.00
Little Egg Harbor Township	Ocean	Little Egg Harbor Township	Sidewalk Safety Improvements to Frog Pond Road, Railroad Avenue, and Parkertown Drive	Pedestrian Safety	\$800,000.00
Point Pleasant Borough	Ocean	Point Pleasant Borough	Proposed Sidewalk near Ocean Road Elementary School	Pedestrian Safety	\$752,000.00
Passaic City	Passaic	Passaic City	Parker Avenue & Van Buren Street Improvement Project	Pedestrian Safety	\$1,089,000.00
Bridgewater Township	Somerset	Bridgewater Township	Garretson Road and Easton Turnpike Pedestrian Improvements	Pedestrian Safety	\$768,000.00
Berkeley Heights Township	Union	Berkeley Heights Township	Safe Streets, Happy Feet: Berkeley Heights Mountain Ave Sidewalk Project	Pedestrian Safety	\$1,270,000.00
New Providence Borough	Union	New Providence Borough	Various Bike Route Improvements	Bikeways	\$534,000.00
TOTAL RECOMMENDED:					\$13,996,000.00

Attachments H.2.a., H.2.b.

**DRAFT RESOLUTION: MINOR AMENDMENTS TO THE FY 2024-2027
TRANSPORTATION IMPROVEMENT PROGRAM TO
ADD FEDERAL FUNDS TO SEVEN PROGRAMS 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 for the northern New Jersey region; and

WHEREAS, the NJTPA formally adopted the FY 2024-2027 Transportation Improvement Program (TIP) on September 12, 2023; 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 when federal funds are added to a program in the TIP above a specified threshold and a new air quality conformity determination is not required, this constitutes a minor amendment; and

WHEREAS, the NJDOT has requested minor amendments to the FY 2024-2027 TIP to add federal funds to seven programs: Bridge Deck/Superstructure Replacement Program (DBNUM 03304); Bridge Preventive Maintenance (DBNUM 13323); Local Safety/High Risk Rural Roads Program (DBNUM 04314); Mobility and Systems Engineering Program (DBNUM 13306); Pavement Preservation, NJTPA (DBNUM X51B); Planning and Research, Federal-Aid (DBNUM X30); and Safety Programs (DBNUM 19370); and

WHEREAS, fiscal constraint is maintained by adding federal funds available from prior year unobligated balances and aligning current programmed funding with anticipated project authorizations; and

WHEREAS, these minor amendments are exempt from an air quality conformity analysis as per the Transportation Conformity Rule (40 CFR 93.126 and 93.127) and do not impact the current conformity determination; and

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

WHEREAS, the FY 2024- 2027 TIP conforms to federal performance-based planning requirements; and

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

WHEREAS, no action authorized by the NJTPA shall have force or effect until 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 2024- 2027 Transportation Improvement Program.

BE IT FURTHER RESOLVED that a copy of this resolution is forwarded to the NJDOT for submission to the Federal Highway Administration.

Summary of Action

Minor Amendments to the FY 2024-2027 Transportation Improvement Program to Add Federal Funds to Seven Programs as Requested by the New Jersey Department of Transportation

Action: Approval of a request from the New Jersey Department of Transportation (NJDOT) to amend the FY 2024-2027 Transportation Improvement Program (TIP) to add federal funds to seven statewide programs, as detailed below.

Minor Amendments:

- **Bridge Deck/Superstructure Replacement Program, Statewide DBNUM 03304**
This request is to add \$27.753 million of Surface Transportation Block Grant Program-Flexible (STBGP-FLEX) funds for Engineering, Right-of-Way, and Construction (ERC) in Federal Fiscal Year (FFY) 2024, increasing the total from \$18.886 million to \$46.639 million. This increase is necessary to fund the following regional projects anticipated to be authorized in FFY 2024:

 - Route 280 EB, Bridges over Passaic River – \$12 million (Essex & Morris Counties)
 - North Munn Avenue, Bridge over Route 280 – \$228 million (Essex County)
- **Bridge Preventive Maintenance, Statewide DBNUM 13323**
This request is to add \$ 44.617 million of STBGP-FLEX funds for Engineering and Construction (EC) in FFY 2024, increasing the total from \$10 million to \$54.617 million. This increase is necessary to fund Bridge Preventive Maintenance contracts anticipated to be authorized in FFY 2024.
- **Local Safety/High Risk Rural Roads Program, Statewide DBNUM 04314**
This request is to add \$25.582 million of Highway Safety Improvement Program (HSIP) funds for ERC in FFY 2024, increasing the total from \$28 million to \$53.582 million. This increase is necessary to fund the following regional projects anticipated to be authorized in FFY 2024:

 - VRU Jersey City, Communipaw Avenue - 12 Intersections, Pedestrian Improvements – \$5.155 million (Hudson County)
 - Essex Roundabout, Walnut Street and West Hobart Gap Road, Livingston – \$1.968 million (Essex County)
 - Monmouth Leonardville Road and East Road - Intersection Upgrades – \$1.132 million (Monmouth County)
 - Essex Springfield Avenue, 7 Intersections – \$8.857 million (Essex County)
 - VRU Middlesex, Main Street (CR 531) Metuchen – \$7.965 million (Middlesex County)
 - HRRR, Iron Ore Road/High Bridge Road (CR 527A) from Indian Path/Dugans Grove Road to Woodruff Court – \$0.505 million (Monmouth County)

- **Mobility and Systems Engineering Program, *Statewide* DBNUM 13306**
 This request is to add \$15.480 million of National Highway Performance Program (NHPP) funds for EC in FFY 2024, increasing the total from \$13.466 million to \$28.946 million. This increase is necessary to fund FIFA 2026 Meadowlands Area ITS Improvements Contracts and the I-280 Smart and Connected Corridor Project anticipated to be authorized in FFY 2024.
- **Pavement Preservation, NJTPA, *Regional* DBNUM X51B**
 This request is to add \$84.001 million of STBGP-FLEX funds for ERC in FFY 2024, increasing the total from \$12 million to \$96.001 million. This increase is necessary to fund the following regional pavement preservation projects anticipated to be authorized in FFY 2024:

 - Route 23, Route 287 to Germantown Road – \$5.5 million (Morris & Passaic Counties)
 - Route 80 WB, Ridgeway Avenue to CR 517 – \$5.382 million (Warren County)
 - Route 287, Durham Avenue to Route 28 – \$12.305 million (Middlesex & Somerset Counties)
 - Route 9, Kennedy Boulevard to Hulse Road/Georgia Tavern Road – \$6.596 million (Middlesex & Monmouth Counties)
 - Route 57, Port Murray Rd (CR 629) to Route 182 – \$4.6 million (Warren County)
 - Route 80 EB, Ridgeway Avenue to Route 206 – \$20.860 million (Warren, Sussex, & Morris Counties)
 - Route 202, Flemington Circle to Old York Road (CR 637) – \$10.848 million (Hunterdon & Somerset Counties)
 - Route 130, Applewood Court to Deans-Rhode Hall Road – \$4.696 million (Middlesex County)
 - Route 206, Pines Road to CR 521 (Montague River Road) – \$6.376 million (Sussex County)
 - Route 22 WB, Route 78 to CR 523 (Oldwick Road) – \$3.2 million (Hunterdon County)
 - Route 1, Townley Street to Garden State Parkway – \$4.999 million (Middlesex County)
- **Planning and Research, Federal-Aid, *Statewide* DBNUM X30**
 This request is to add \$10.683 million of State Planning & Research funds for Planning Studies in FFY 2024, increasing the total from \$39.784 million to \$50.467 million, and to add \$8.244 million of STBGP-FLEX funds for Planning Studies in FFY 2024, increasing the total from \$12 million to \$20.244 million. These increases are necessary to fund anticipated authorizations for planning programs and studies in FFY 2024.
- **Safety Programs, *Statewide* DBNUM 19370**
 This request is to add \$21.803 million of Highway Safety Improvement Program (HSIP) funds for ERC in FFY 2024, increasing the total from \$5.584 million to \$27.387 million. This increase is necessary to fund Utility Pole Relocation/Replacement projects and the following safety program projects anticipated to be authorized in FFY 2024:

- Passaic Ave, Ward Ave – \$0.500 million (Passaic County)
- VRU Route 1&9, Dennis Place to East Grand St., MP 42.79-44.52 – \$2.5 million (Union County)
- US Route 130 and Georges Road (CR 679)/Wheeling Road – \$9.8 million (Middlesex County)
- NJ Route 34 & Allaire Road (Allenwood Circle) – \$1.07 million (Monmouth County)
- Route 1&9 (Tonnelle Avenue) at Manhattan Avenue Intersection (MP 53.92 to 55.93) – \$0.7 million (Hudson County)

Background: According to the *TIP Memorandum of Understanding*, when funds are added above the specified threshold and a new air quality conformity determination is not required, this constitutes a minor amendment, and action is required by the NJTPA Project Prioritization Committee and the Board of Trustees. These TIP revisions fall within the MOU guidelines to be approved as minor amendments.

The revisions have been reviewed by NJTPA Central Staff. These programs are exempt from an air quality conformity determination and do not impact the current conformity determination. Fiscal constraint is maintained for these changes through funds available from prior year unobligated balances and aligning current programmed funding with anticipated project authorizations. Additional program and funding information are provided in the attached documents.

Justification for Action: Approval of these revisions to the FY 2024-2027 TIP will allow the funds to be programmed and the referenced programs and projects to advance.

Staff Recommendation: Central Staff recommends approval of these actions.

NJTPA

Transportation Improvement Program Fiscal Years 2024 - 2027

Routes: Mileposts: N/A DBNUM: 03304

Name: Bridge Deck/Superstructure Replacement Program

This program will provide funding for design and construction of deck preservation, deck replacement and superstructure replacement projects in various locations throughout the state. This is a statewide program which will address an approved priority listing of deficient bridge decks. This program will also provide funding for recommendations, survey, aerial photography, photogrammetry, base mapping and engineering.

Counties: Various

Municipalities: Various

AQ Code: S19 (Exempt)

RCIS Category: Bridges

Sponsor: NJDOT

Est. Total Project Cost: (Million) \$482.684

TIP:

CURRENT

FY 2024 - 2027 TIP Cost: (Million) \$236.684

Unconstrained Information Year

MPO	PHASE	SOURCE	2024	2025	2026	2027	2028-2033
Statewide	ERC	BFP	\$.684				
Statewide	ERC	BFP-OS-BRDG	\$2.000	\$5.000	\$5.000		
Statewide	ERC	HWINF	\$6.814				
Statewide	ERC	NHPP	\$6.300	\$44.000	\$44.000	\$24.000	\$144.000
Statewide	ERC	STBGP-FLEX	\$18.886				
Statewide	ERC	STBGP-OS-BRDG	\$20.000	\$20.000	\$20.000	\$20.000	\$102.000
TOTAL			\$54.684	\$69.000	\$69.000	\$44.000	\$246.000

PENDING

FY 2024 - 2027 TIP Cost: (Million) \$264.437

Unconstrained Information Year

MPO	PHASE	SOURCE	2024	2025	2026	2027	2028-2033
Statewide	ERC	BFP	\$.684				
Statewide	ERC	BFP-OS-BRDG	\$2.000	\$5.000	\$5.000		
Statewide	ERC	HWINF	\$6.814				
Statewide	ERC	NHPP	\$6.300	\$44.000	\$44.000	\$24.000	\$144.000
Statewide	ERC	STBGP-FLEX	\$46.639				
Statewide	ERC	STBGP-OS-BRDG	\$20.000	\$20.000	\$20.000	\$20.000	\$102.000
TOTAL			\$82.437	\$69.000	\$69.000	\$44.000	\$246.000



State of New Jersey

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

MPO: Statewide

PROJECT: Bridge Deck/Superstructure Replacement Program

DBNUM: 03304

TRACK #: SW-03304-2-M-2024

TYPE OF PROJECT CHANGE: Project Cost increase

ACTION TAKEN: Increases STBGP-FLEX funding for ERC in FFY 24 from \$18.886M by \$27.753M to \$46.639M

REASON FOR CHANGE:

Please see attached sheet containing remaining FY 24 Bridge Deck projects. TIP MOD increases balance to match remaining authorizations.

MPO ACTION REQUIRED: Action requires MPO board approval

FISCAL CONSTRAINT:

Comments: See STATEWIDE FY 24-33 Chart 8

CONFORMITY:

PUBLIC INVOLVEMENT:

UPC	Project Name	CON COST (Million)	County
173130	Route 280 EB, Bridges over Passaic River	\$12.000	Essex & Morris
153160	Perkintown Road (CR 644), Bridge over Route 295	\$13.235	Salem
173150	North Munn Avenue, Bridge over Route 280	\$22.800	Essex
		\$48.035	

NJTPA

Transportation Improvement Program Fiscal Years 2024 - 2027

Routes: Mileposts: N/A DBNUM: 13323

Name: Bridge Preventive Maintenance

This program provides funding for bridge preservation activities (including painting, deck repairs, and substructure repairs) as a means of extending structure life. Painting contracts shall include painting of steel on various structures, as an anti-corrosion measure, and will be awarded based on an approved list of bridges considering the availability and regional breakdown of funding. Preventive maintenance contracts shall include deck repairs, header reconstruction, curb reconstruction, joint resealing, substructure concrete repairs, and sealing of entire structures, with structures systematically prioritized by corridor or geographical area. Both painting and preventive maintenance contracts are awarded to preserve and prolong the useful service life of bridges, in accordance with the NJDOT Bridge Preventive Maintenance Program.

Counties: Various

Municipalities: Various

AQ Code: S19 (Exempt)

RCIS Category: Bridges

Sponsor: NJDOT

Est. Total Project Cost: (Million) \$700.000

TIP:

CURRENT

FY 2024 - 2027 TIP Cost: (Million) \$280.000

Unconstrained Information Year

MPO	PHASE	SOURCE	2024	2025	2026	2027	2028-2033
Statewide	EC	NHPP	\$25.000	\$25.000	\$25.000	\$25.000	\$150.000
Statewide	EC	STATE	\$35.000	\$35.000	\$35.000	\$35.000	\$210.000
Statewide	EC	STBGP-FLEX	\$10.000	\$10.000	\$10.000	\$10.000	\$60.000
TOTAL			\$70.000	\$70.000	\$70.000	\$70.000	\$420.000

PENDING

FY 2024 - 2027 TIP Cost: (Million) \$324.617

Unconstrained Information Year

MPO	PHASE	SOURCE	2024	2025	2026	2027	2028-2033
Statewide	EC	NHPP	\$25.000	\$25.000	\$25.000	\$25.000	\$150.000
Statewide	EC	STATE	\$35.000	\$35.000	\$35.000	\$35.000	\$210.000
Statewide	EC	STBGP-FLEX	\$54.617	\$10.000	\$10.000	\$10.000	\$60.000
TOTAL			\$114.617	\$70.000	\$70.000	\$70.000	\$420.000



State of New Jersey

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

MPO: Statewide

PROJECT: Bridge Preventive Maintenance

DBNUM: 13323

TRACK #: SW-13323-1-M-2024

TYPE OF PROJECT CHANGE: Project Cost increase

ACTION TAKEN: Increases STBGP-FLEX funding for EC in FFY 24 from \$10M by \$44.617M to \$54.617M

REASON FOR CHANGE:

Please see attached sheet containing remaining FY 24 authorizations. TIP MOD increases balance to match remaining authorizations.

MPO ACTION REQUIRED: Action requires MPO board approval

FISCAL CONSTRAINT:

Comments: See STATEWIDE FY 24-33 Chart 8

CONFORMITY:

PUBLIC INVOLVEMENT:

Project Name	CON COST (Million)
Bridge Preventive Maint. Contract 2023-1	\$10.000
Bridge Preventive Maint. Contract 2023-2	\$7.500
Bridge Preventive Maint. Contract 2023-3	\$10.000
US-40 over Inside Thorofare Final Design	\$2.700
NJ-47 over Grassy Sound Final Design	\$3.000
	\$33.200

NJTPA

Transportation Improvement Program Fiscal Years 2024 - 2027

Routes: Mileposts: N/A DBNUM: 04314

Name: Local Safety/ High Risk Rural Roads Program

The Local Safety Program provides funds to counties and municipalities for the improvement of dangerous intersections and other road improvements, focusing on pedestrian and vehicular safety improvements of critical need that can be delivered in a relatively short period of time, generally less than two years from problem identification to completion of construction. This program also includes design assistance offered to counties and municipalities for the LSP projects. Depending upon the previous year crash history, this program may encompass certain set aside funding per year for High Risk Rural Roads, for safety countermeasures on rural major or minor roads, or on rural local roads. NJDOT designates as Advance Construction all projects funded from this program.

Counties: Various **Municipalities:** Various
AQ Code: S6 (Exempt) **RCIS Category:** Safety
Sponsor: Local Lead **Est. Total Project Cost: (Million)** \$333.582

TIP:

CURRENT

FY 2024 - 2027 TIP Cost: (Million) \$112.000

Unconstrained Information Year

MPO	PHASE	SOURCE	2024	2025	2026	2027	2028-2033
NJTPA	ERC	HSIP	\$28.000	\$28.000	\$28.000	\$28.000	\$168.000
TOTAL			\$28.000	\$28.000	\$28.000	\$28.000	\$168.000

PENDING

FY 2024 - 2027 TIP Cost: (Million) \$137.582

Unconstrained Information Year

MPO	PHASE	SOURCE	2024	2025	2026	2027	2028-2033
NJTPA	ERC	HSIP	\$53.582	\$28.000	\$28.000	\$28.000	\$168.000
TOTAL			\$53.582	\$28.000	\$28.000	\$28.000	\$168.000



State of New Jersey

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

MPO: Statewide

PROJECT: Local Safety/ High Risk Rural Roads Program

DBNUM: 04314

TRACK #: SW-04314-2-M-2024

TYPE OF PROJECT CHANGE: Project Cost increase

ACTION TAKEN: Increases HSIP funding for ERC in FFY 24 from \$28M by \$25.582M to \$53.582

REASON FOR CHANGE:

Increases program balance to accommodate remaining FY 24 authorizations. See attached sheet of remaining FY 24 authorizations, and potential FY 24 authorizations.

MPO ACTION REQUIRED: Action requires MPO board approval

FISCAL CONSTRAINT:

Comments: See NJTPA FY 24-33 Chart 17

CONFORMITY:

PUBLIC INVOLVEMENT:

Local Safety/High Risk Rural Roads Program, DBNUM 04314

Remaining Authorizations for FFY 2024

Project Name	Municipality	County	CON COST (Millions)
VRU JC - Communipaw Ave - 12 intersections, ped improvements	Jersey City	Hudson	\$5.155
Essex - Roundabout - Walnut St & West Hobart Gap Rd - Livingston	Livingston Twp	Essex	\$1.968
Monmouth - Leonardville Road & East Road - intersection upgrades	Middletown Twp	Monmouth	\$1.132
Essex - Springfield Avenue - 7 Intersections	Maplewood, South Orange Twp	Essex	\$8.857
VRU Middlesex – Main Street (CR 531) Metuchen	Metuchen Boro	Middlesex	\$7.965
HRRR - Iron Ore Road/High Bridge Road (CR 527A) from Indian Path/Dugans Grove Road to Woodruff Court	Manalapan & Englishtown Twps	Monmouth	\$0.505
			\$25.582

Possible FFY 24 Authorizations

VRU Hudson – Park Avenue, JFK Blvd East, JFK Blvd. *	Hoboken, Weehawken, West New York, Guttenberg, North Bergen	Hudson	\$0.411
VRU JC - Marin Blvd - Corridor and 7 intersections	Jersey City	Hudson	\$4.070
VRU JC – Sip Avenue Corridor	Jersey City	Hudson	\$2.230

NJTPA

Transportation Improvement Program Fiscal Years 2024 - 2027

Routes: Mileposts: N/A DBNUM: 13306

Name: Mobility and Systems Engineering Program

This combined program seeks to improve mobility inclusive of but not limited to Intelligent Transportation Systems (ITS), monitoring Work zone Mobility and Advanced Traveler Information System (ATIS) programs. A combined program will allow for improved, cohesive and sustainable planning, design, procurement and deployment of operations' strategies such as ITS technologies and ATIS. Federal mandates such as: (a) following and maintaining ITS Architecture, (b) preparing TMPs for major construction projects, (c) motorist's information sharing (511), (d) "Every Day Counts" initiatives, (e) hard shoulder use, (f) performance measures and, (g) maintenance/upgrade/enhancement of existing ITS infrastructure and hardware are covered under this program. This program also includes review and development of new technology such as Connected Vehicle and the possible application, design, procurement, testing and deployment of such technologies. The development of contract documents and engineering plans for various projects and ITS contracts is also included. This program includes technical and engineering support needed for the Traffic Operations Centers development, enhancement and maintenance of the existing ITS infrastructure, ATIS associated database and funding for Multimodal Transportation Coordination and Information Related Services.

Counties: Various

Municipalities: Various

AQ Code: Not Applicable

RCIS Category: ITS

Sponsor: NJDOT

Est. Total Project Cost: (Million) \$90.000

TIP:

CURRENT

FY 2024 - 2027 TIP Cost: (Million) \$41.700

Unconstrained Information Year

MPO	PHASE	SOURCE	2024	2025	2026	2027	2028-2033
Statewide	EC	NHPP	\$11.700	\$6.000	\$6.000	\$6.000	\$36.000
Statewide	EC	STATE	\$3.000	\$3.000	\$3.000	\$3.000	\$18.000
TOTAL			\$14.700	\$9.000	\$9.000	\$9.000	\$54.000

PENDING

FY 2024 - 2027 TIP Cost: (Million) \$43.466

Unconstrained Information Year

MPO	PHASE	SOURCE	2024	2025	2026	2027	2028-2033
Statewide	EC	NHPP	\$13.466	\$6.000	\$6.000	\$6.000	\$36.000
Statewide	EC	STATE	\$3.000	\$3.000	\$3.000	\$3.000	\$18.000
TOTAL			\$16.466	\$9.000	\$9.000	\$9.000	\$54.000



State of New Jersey

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

MPO: Statewide

PROJECT: Mobility and Systems Engineering Program

DBNUM: 13306

TRACK #: SW-13306-3-M-2024

TYPE OF PROJECT CHANGE: Project Cost increase

ACTION TAKEN: Increases NHPP funding for EC in FFY 24 from \$13.466M by \$15.480M to \$28.946M

REASON FOR CHANGE:

Please see attached sheet containing remaining FY 24 authorizations. TIP MOD increases balance to match remaining authorizations.

MPO ACTION REQUIRED: Action requires MPO board approval

FISCAL CONSTRAINT:

Comments: See STATEWIDE FY 24-33 Chart 8

CONFORMITY:

PUBLIC INVOLVEMENT:

Project Name	CON COST (Million)
FIFA 2026 Meadowlands area ITS improvements Contract 1	\$3.500
FIFA 2026 Meadowlands area ITS improvements Contract 2	\$3.500
I-280 Smart and Connected Corridor	\$3.500
	\$10.500

NJTPA

Transportation Improvement Program Fiscal Years 2024 - 2027

Routes: Mileposts: N/A DBNUM: X51B

Name: Pavement Preservation, NJTPA

This program will allow NJDOT to accomplish eligible federal pavement preservation activities, in the NJTPA region, on New Jersey's Interstate highway system and will also allow for pavement preservation on all other state-maintained roads, which help to keep New Jersey's highway system in a state of good repair. With timely preservation, the NJDOT can provide the traveling public with improved safety and mobility, reduced congestion and smoother, longer lasting pavements.

Counties: Various

Municipalities: Various

AQ Code: S10 (Exempt)

RCIS Category: Road Preservation

Sponsor: NJDOT

Est. Total Project Cost: (Million) \$357.000

TIP:

CURRENT

FY 2024 - 2027 TIP Cost: (Million) \$261.000

Unconstrained Information Year

MPO	PHASE	SOURCE	2024	2025	2026	2027	2028-2033
NJTPA	ERC	NHPP	\$63.000	\$70.000	\$70.000	\$14.000	\$84.000
NJTPA	ERC	STBGP-FLEX	\$12.000	\$15.000	\$15.000	\$2.000	\$12.000
TOTAL			\$75.000	\$85.000	\$85.000	\$16.000	\$96.000

PENDING

FY 2024 - 2027 TIP Cost: (Million) \$345.001

Unconstrained Information Year

MPO	PHASE	SOURCE	2024	2025	2026	2027	2028-2033
NJTPA	ERC	NHPP	\$63.000	\$70.000	\$70.000	\$14.000	\$84.000
NJTPA	ERC	STBGP-FLEX	\$96.001	\$15.000	\$15.000	\$2.000	\$12.000
TOTAL			\$159.001	\$85.000	\$85.000	\$16.000	\$96.000



State of New Jersey

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

MPO: NJTPA

PROJECT: Pavement Preservation, NJTPA

DBNUM: X51B

TRACK #: N-X51B-1-M-2024

TYPE OF PROJECT CHANGE: Project Cost increase

ACTION TAKEN: Increases STBGP-FLEX funding for ERC in FFY 24 from \$12M by \$84.001M to \$96.001M
Increases program balance from \$1.361M by \$84.001M to \$85.362M

REASON FOR CHANGE:

Please see attached sheet containing remaining FY 24 NJTPA PP projects. TIP MOD increases balance to cover remaining PP authorizations.

MPO ACTION REQUIRED: Action requires MPO board approval

FISCAL CONSTRAINT:

Comments: See NJTPA FY 24-33 Chart 14

CONFORMITY:

PUBLIC INVOLVEMENT:

UPC	Project Name	CON COST (Million)	County
	FFY 2024 - FEDERAL PRESERVATION (NJTPA) - X51B		
243250	Route 23, Route 287 to Germantown Road	\$5.500	Morris, Passaic
243270	Route 80 WB, Ridgeway Avenue to CR 517	\$5.382	Warren
243280	Route 287, Durham Avenue to Route 28	\$12.305	Middlesex, Somerset
234060	Route 9, Kennedy Boulevard to Hulse Road/Georgia Tavern Road	\$6.596	Middlesex, Monmouth
234010	Route 57, Port Murray Rd (CR 629) to Route 182	\$4.600	Warren
243550	Route 80 EB, Ridgeway Avenue to Route 206	\$20.860	Warren, Sussex, Morris
243410	Route 202, Flemington Circle to Old York Road (CR 637)	\$10.848	Hunterdon, Somerset
243560	Route 130, Applewood Court to Deans-Rhode Hall Road	\$4.696	Middlesex
243440	Route 206, Pines Road to CR 521 (Montague River Road) FY24	\$6.376	Sussex
243500	Route 22 WB, Route 78 to CR 523 (Oldwick Road)	\$3.200	Hunterdon
243540	Route 1, Townley Street to Garden State Parkway	\$4.999	Middlesex
		\$85.362	

NJTPA

Transportation Improvement Program Fiscal Years 2024 - 2027

Routes: Mileposts: N/A DBNUM: X30

Name: Planning and Research, Federal-Aid

Funding from this program will enable NJDOT to continue to address planning and research needs in a comprehensive program of studies and proposal development in order to maximize the use of financial resources and staff. Activities will include data collection, inter-governmental planning coordination, planning work in support of the management systems, research initiatives and Local Technical Assistance Program.

Counties: Various

Municipalities: Various

AQ Code: O10c (Exempt)

RCIS Category: Overhead

Sponsor: NJDOT

Est. Total Project Cost: (Million) \$444.855

TIP:

CURRENT

FY 2024 - 2027 TIP Cost: (Million) \$195.879

Unconstrained Information Year

MPO	PHASE	SOURCE	2024	2025	2026	2027	2028-2033
Statewide	PLS	LTAP	\$.150	\$.150	\$.150	\$.150	\$.900
Statewide	PLS	SPR	\$39.784	\$40.301	\$39.829	\$27.365	\$176.076
Statewide	PLS	STBGP-FLEX	\$12.000	\$12.000	\$12.000	\$12.000	\$72.000
TOTAL			\$51.934	\$52.451	\$51.979	\$39.515	\$248.976

PENDING

FY 2024 - 2027 TIP Cost: (Million) \$214.806

Unconstrained Information Year

MPO	PHASE	SOURCE	2024	2025	2026	2027	2028-2033
Statewide	PLS	LTAP	\$.150	\$.150	\$.150	\$.150	\$.900
Statewide	PLS	SPR	\$50.467	\$40.301	\$39.829	\$27.365	\$176.076
Statewide	PLS	STBGP-FLEX	\$20.244	\$12.000	\$12.000	\$12.000	\$72.000
TOTAL			\$70.861	\$52.451	\$51.979	\$39.515	\$248.976



State of New Jersey

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

MPO: Statewide

PROJECT: Planning and Research, Federal-Aid

DBNUM: X30

TRACK #: SW-X30-1-M-2024

TYPE OF PROJECT CHANGE: Project Cost increase

ACTION TAKEN: Increases SPR funding for PLS in FFY 24 from \$39.784M by \$10.683M to \$50.467M
Increases STBGP-FLEX funding for PLS in FFY 24 from \$12M by \$8.244M to \$20.244M

REASON FOR CHANGE:

TIP MOD increases balance to match remaining authorizations.

MPO ACTION REQUIRED: Action requires MPO board approval

FISCAL CONSTRAINT:

Comments: See STATEWIDE FY 24-33 Chart 14

CONFORMITY:

PUBLIC INVOLVEMENT:

NJTPA

Transportation Improvement Program Fiscal Years 2024 - 2027

Routes:

Mileposts: N/A

DBNUM: 19370

Name: Safety Programs

This program uses Highway Safety Improvement Program (HSIP) funding to support eligible Safety Improvement Projects and Pedestrian Safety Improvement Projects, including engineering, ROW and Construction activities intended to reduce fatalities and serious injuries on New Jersey roadways using both hotspot and systemic projects. Examples of some of these improvements are: safety improvements to install safety countermeasures such as utility pole mitigation, roundabouts, road diets, and other FHWA Proven Safety Countermeasures, including innovative technology – in order to reduce crashes and crash severities on New Jersey’s state roads. The state funding is intended for low cost safety improvement projects using in-house design and construction.

Counties: Various

Municipalities: Various

AQ Code: S6 (Exempt)

RCIS Category: Safety

Sponsor: NJDOT

Est. Total Project Cost: (Million) \$244.182

TIP:

CURRENT

FY 2024 - 2027 TIP Cost: (Million) \$78.053

Unconstrained Information Year

MPO	PHASE	SOURCE	2024	2025	2026	2027	2028-2033
Statewide	ERC	HSIP	\$5.584	\$6.930	\$8.304	\$9.638	\$87.374
Statewide	ERC	HSIP-VRUS	\$11.291	\$11.529	\$11.771	\$12.007	\$77.254
Statewide	ERC	STATE	\$.250	\$.250	\$.250	\$.250	\$1.500
TOTAL			\$17.126	\$18.708	\$20.325	\$21.894	\$166.128

PENDING

FY 2024 - 2027 TIP Cost: (Million) \$99.856

Unconstrained Information Year

MPO	PHASE	SOURCE	2024	2025	2026	2027	2028-2033
Statewide	ERC	HSIP	\$27.387	\$6.930	\$8.304	\$9.638	\$87.374
Statewide	ERC	HSIP-VRUS	\$11.291	\$11.529	\$11.771	\$12.007	\$77.254
Statewide	ERC	STATE	\$.250	\$.250	\$.250	\$.250	\$1.500
TOTAL			\$38.928	\$18.708	\$20.325	\$21.894	\$166.128



State of New Jersey

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

MPO: Statewide

PROJECT: Safety Programs

DBNUM: 19370

TRACK #: SW-19370-1-M-2024

TYPE OF PROJECT CHANGE: Project Cost increase

ACTION TAKEN: Increases HSIP funding for ERC in FFY 24 from \$5.584M by \$21.803M to \$27.387M

REASON FOR CHANGE:

Please see attached sheet containing remaining FY 24 Safety Programs authorizations. TIP MOD increases balance to match remaining authorizations.

MPO ACTION REQUIRED: Action requires MPO board approval

FISCAL CONSTRAINT:

Comments: See NJTPA FY 24-33 Chart 8

CONFORMITY:

PUBLIC INVOLVEMENT:

Project Name	UPC	County	Sum of Modified HSIP Amount in Millions
2024 Statewide Utility Pole Relocation/Replacement	(blank)	Various	0.15
2024 Utility Pole Relocation/Replacement (DVRPC)	(blank)	Various	0.10
2024 Utility Pole Relocation/Replacement (NJTPA)	(blank)	Various	0.20
2024 Utility Pole Relocation/Replacement (SJTPO)	(blank)	Various	0.16
Passaic Ave, Ward Ave, Clifton City	183770	Passaic	0.50
VRU Route 130, CR 543 (Beverly Rd) to Lagorce Blvd	203370	Burlington	0.70
Rochelle Avenue	800027	Bergen	0
Weymouth Malaga	800027	Atlantic	0.5
Int. Impr. Prog. & Safety Corridor Prog. With ROW - South 2017 (Route 30 and Seagrove Ave./Central Ave. (CR 542) - Hammonton Township, Atlantic County, Route 130 and Riverton Road (CR 603) - Cinnaminson Township, Burlington County, Route 30 and Franklin Ave. (CR 692) - Berlin Borough, Camden County)	173770	Multiple	2.00
VRU RT 1&9, Dennis Place to east Grand St, MP 42.79-44.52, Linden/Elizabeth, Union Co	183230	Union	2.50
RT US 130 and Georges Road (CR 679) / Wheeling Road	173950	Middlesex	9.80
Route NJ 34 & Allaire Road (Allenwood Circle)	203260	Monmouth	1.07
Rt 1&9 (Tonnelle Avenue) at Manhattan Avenue Intersection (MP 53.92 to 55.93)	183650	Hudson	0.70
			\$18.38M

Attachments H.3.a., H.3.b.

**DRAFT RESOLUTION: MINOR AMENDMENT TO THE FY 2024-2027
TRANSPORTATION IMPROVEMENT PROGRAM TO
ADJUST AND INCREASE FEDERAL FUNDS ON THE
ROUTE 80, RIVERVIEW DRIVE (CR640) TO POLIFY
ROAD (CR 55) PROJECT IN PASSAIC AND BERGEN
COUNTIES 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 adopted the FY 2024-2027 Transportation Improvement Program (TIP) on September 12, 2023; 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 when federal funds are added to a project in the TIP above a specified threshold and a new air quality conformity determination is not required, this constitutes a minor amendment; and

WHEREAS, the NJDOT has requested a minor amendment to the FY 2024-2027 TIP to adjust and increase federal funds on the Route 80, Riverview Drive (CR 640) to Polify Road (CR 55) project (DBNUM 11415) in Passaic and Bergen counties; and

WHEREAS, fiscal constraint is maintained by adding \$25.9 million of National Highway Performance Program funds, which are available from prior year unobligated balances and aligning current programmed funding with anticipated project authorizations; and

WHEREAS, this project was modeled as a non-exempt, regionally significant project in the current air quality conformity determination, and the requested revision does not warrant further emissions analysis as per the Transportation Conformity Rules (40 CFR 93); and

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

WHEREAS, the FY 2024- 2027 TIP conforms to federal performance-based planning requirements; and

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

WHEREAS, no action authorized by the NJTPA shall have force or effect until 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 minor amendment to the FY 2024-2027 Transportation Improvement Program.

BE IT FURTHER RESOLVED that a copy of this resolution is forwarded to the NJDOT for submission to the Federal Highway Administration.

Summary of Action

Minor Amendment to the FY 2024-2027 Transportation Improvement Program to Adjust and Increase Federal Funds on the Route 80, Riverview Drive (CR 640) to Polify Road (CR 55) Project in Passaic and Bergen Counties as Requested by the New Jersey Department of Transportation

Action: Approval of a request from the New Jersey Department of Transportation (NJDOT) to amend the FY 2024-2027 Transportation Improvement Program (TIP) by adjusting and increasing funds on the Route 80, Riverview Drive (CR 640) to Polify Road (CR 55) Project in Passaic and Bergen counties, as detailed below.

Minor Amendment:

- **Route 80, Riverview Drive (CR 640) to Polify Road (CR 55), Passaic and Bergen Counties, DBNUM 11415**

This request is to advance and increase funding for design in Federal Fiscal Year (FFY) 2024 to cover its current estimated cost of \$76.5 million and to delay the first year of funding for construction by one fiscal year for its anticipated start date in FFY 2028. National Highway Performance Program (NHPP) funding in the amount of \$25.9 million is being added and \$12.3 million is being advanced to FFY 2024 for design. NHPP and National Highway Freight Program (NHFP) funding, totaling \$108.2 million and currently programmed in FFY 2027, is being reprogrammed to FFY 2028. Cost increases for the project's design and delayed schedule for construction are attributed to various design changes, including complex designs for drainage relocations under I-80 and Route 17, complex bridge substructure and foundation designs for the I-80 westbound and eastbound express bridges as well as the local bridges over Route 17 eastbound, addressing flood hazard area elevations, delays for the Green Acres diversion process, additional utility work, widening of the Lakeview Avenue full bridge replacement over I-80 to address bicycle and pedestrian needs, and relocation of the Route 17 and Gregg Street intersection and ramps due to a new preliminary preferred alternative for the I-80 over Route 17 Eastbound Bridges Project.

Background: According to the *TIP Memorandum of Understanding* when federal funds are added to a project in the TIP above a specified threshold and a new air quality conformity determination is not required, this constitutes a minor amendment, and action is required by the NJTPA Project Prioritization Committee and the Board of Trustees. This TIP revision falls within the MOU guidelines to be approved as a minor amendment.

The requested revision has been reviewed by NJTPA Central Staff and the counties of Passaic and Bergen. This project is modeled as a non-exempt, regionally significant project in the current air quality conformity determination, and the requested revision does not warrant further emissions analysis. Fiscal constraint is maintained through federal funds available from prior year unobligated balances and by aligning current programmed funding with anticipated project authorizations. Additional information is detailed in the attached documents.

Justification for Action: Approval of this minor amendment to the FY 2024-2027 TIP will allow the funds to be programmed and the project to advance.

Staff Recommendation: Central Staff recommends approval of this action.

NJTPA

Transportation Improvement Program Fiscal Years 2024 - 2027

Routes: 80

Mileposts: 56.00 - 65.4

DBNUM: 11415

Name: Route 80, Riverview Drive (CR 640) to Polify Road (CR 55)

This project will reconstruct 9 miles of I-80 Westbound pavement & structures from milepost 56.4 to 65.4 in Passaic County (Woodland Park Borough and the City of Paterson) and in Bergen County (Elmwood Park Borough, Saddle Brook Township, Lodi Borough and the City of Hackensack). In addition, there will be a widening of Rt 80 in the WB direction from MP 58.9 to 60.5.

The project limits are from approximately 0.2 mile east of the Squirrelwood Road (CR 636) Interchange in Woodland Park Borough, Passaic County to approximately 0.1 mile west of the S. Summit Rd (CR 57) Interchange in the City of Hackensack, Bergen County.

The purpose of this project is to improve safety and operation of I-80 Westbound within the project limits. The need for this project is due to the high crash rate, traffic congestion, substandard design elements, and structural deficiencies. Several bridge decks, superstructures, and complete bridges need to be replaced due to their poor condition ratings, scour critical nature, historical analysis, and life cycle cost analysis.

Structures located within the project limits are: 1610-156, 1610-158, 1610-171, 1610-159, 1610-160, 1610-165, 1610-166, 1610-167, 1610-170, 1610-152; 0225-150, 0225-151, 0225-154, 0225-155, 0225-156, 0225-157, 0225-158, 0225-159; 1609-161, 1609-160; 0225-162, 0225-164, 0225-166, 0225-167, 0225-168; 0226-150, 0226-151

Counties: Passaic Bergen

Municipalities: Various

AQ Code: Non-Exempt

RCIS Category: Road Enhancement

Sponsor: NJDOT

Est. Total Project Cost: (Million) \$953.500

TIP:

CURRENT

FY 2024 - 2027 TIP Cost: (Million) \$159.700

Unconstrained Information Year

MPO	PHASE	SOURCE	2024	2025	2026	2027	2028-2033
NJTPA	DES	NHFP-HWY	\$35.305				
NJTPA	DES	NHPP	\$2.995			\$6.700	\$5.600
NJTPA	ROW	NHFP-HWY			\$6.500		
NJTPA	ROW	NHPP					\$1.000
NJTPA	CON	NHFP-HWY				\$37.466	\$241.069
NJTPA	CON	NHPP				\$70.734	\$546.131
TOTAL			\$38.300		\$6.500	\$114.900	\$793.800

PENDING

FY 2024 - 2027 TIP Cost: (Million) \$83.000

Unconstrained Information Year

MPO	PHASE	SOURCE	2024	2025	2026	2027	2028-2033
NJTPA	DES	NHFP-HWY	\$35.305				
NJTPA	DES	NHPP	\$41.195				
NJTPA	ROW	NHFP-HWY			\$6.500		
NJTPA	ROW	NHPP					\$1.000
NJTPA	CON	NHFP-HWY					\$278.535

DATE SUBMITTED: 5/9/2024

PENDING ACTION

NJTPA

Transportation Improvement Program Fiscal Years 2024 - 2027

NJTPA	CON	NHPP					\$616.865
			TOTAL	\$76.500		\$6.500	\$896.400

DATE SUBMITTED: 5/9/2024



State of New Jersey

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

MPO: NJTPA

PROJECT: Route 80, Riverview Drive (CR 640) to Polify Road (CR 55)

DBNUM: 11415

TRACK #: N-11415-1-M-2024

TYPE OF PROJECT CHANGE: Project Phase Slippage, Project Cost increase

ACTION TAKEN: Delays the first year of multi-funded NHPP funding for CON in the amount of \$70.734M from FFY 27 to FFY 28, for a total of \$139.718M in FY 28

Delays the first year of multi-funded NHFP-HWY funding for CON in the amount of \$37.466M from FFY 27 to FFY 28, for a total of \$75.682M in FY 28

Advances NHPP funding for DES in the amount of \$6.7M from FFY 27 to FFY 24, and \$5.6M from FFY 29 to FFY 24.

Increases NHPP funding for DES in FFY 24 from \$15.295 by \$25.9M to \$41.195M

REASON FOR CHANGE:

Please see attached sheet.

MPO ACTION REQUIRED: Action requires MPO board approval

FISCAL CONSTRAINT:

Comments: See NJTPA FY 24-33 Chart 14

CONFORMITY:

PUBLIC INVOLVEMENT:

Route 80, Riverview Drive (CR 640) to Polify Road (CR 55)

Reasons for Design increase and Construction delay:

- Additional widening of Lakeview Avenue over I-80 full bridge replacement is required to address the bicycle and pedestrian needs within the project limits as requested by Passaic County in compliance with the Complete Street Policy.
- Relocation of Rt. 17 and Gregg Street intersection and ramps are required due to the new PPA for the I-80 over Rt. 17EB bridges, Structures # 0226-150 and # 0226-151 full bridge replacements.
- Additional utility relocations, SWM basins, drainage relocations and ROW acquisition are required due to the Rt. 17/Gregg Street intersection and ramps relocations.
- New NJDEP FHA Inland Flood Protection Rule recently published requires to establish the increase FHA elevation and develop additional impacts and potential mitigation efforts.
- NJDEP Green Acres Program recently indicated that the temporary impact on 21st Avenue Playground will require Green Acres diversion due to extended construction duration which will require extensive GA application, public hearing, State House Commission approval and additional compensation.
- Traffic signal modifications at the Market Street and Main Street intersection are required due to the coordination with the Bergen County local aid project, Market Street over Saddle River.
- Additional SWM BMPs are required at the NJ Transit 6(f) conversion site due to the new increased impervious area to accommodate the new NPS 6(f) park.
- Additional complex drainage design of the relocations of large 84", 48" and 30" pipes underneath of I-80 and Rt. 17 interchange area is required due to limited outfall elevations and shallow rock elevation discovered recently.
- Additional complex bridge substructures/foundation designs and stages for I-80 WB and EB Express and Local Bridges over Rt. 17 EB construction are required to accommodate the large proposed and existing drainage system and shallow rock.
- Additional design and coordination with City of Paterson, Passaic Valley Sewer Commission (PVSC) on Combined Sewer System (CSS) to address potential impacts from the proposed project to the PVSC CSS system in Paterson City.

**DRAFT RESOLUTION: MINOR AMENDMENTS TO THE FY 2024 – 2027
TRANSPORTATION IMPROVEMENT PROGRAM TO
ADD FEDERAL FUNDS TO THREE PROGRAMS AS
REQUESTED BY NEW JERSEY TRANSIT**

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

WHEREAS, the NJTPA adopted the FY 2024-2027 Transportation Improvement Program (TIP) on September 12, 2023; 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 when federal funds are added above a specified threshold or a project or program with federal funds is added to the TIP and a new air quality conformity determination is not required, this constitutes a minor amendment; and

WHEREAS, NJ TRANSIT has requested minor amendments to the FY 2024-2027 TIP to add federal funds to three programs: Bridge and Tunnel Rehabilitation (DBNUM T05); Rail Support Facilities and Equipment (DBNUM T37); and Transit Enhancements/Transportation Alternatives Program/Alternative Transit Improvements (DBNUM T210); and

WHEREAS, fiscal constraint is maintained and funds are made available for these purposes through a Federal Highway Administration funding redistribution process and Federal Transit Administration Section 5324 Public Transportation Emergency Relief Program funds; and

WHEREAS, these minor amendments are exempt from an air quality conformity analysis as per the Transportation Conformity Rule (40 CFR 93.126 and 93.127) and do not impact the current conformity determination; and

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

WHEREAS, the FY 2024 – 2027 TIP conforms to federal performance-based planning requirements; and

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

WHEREAS, no action authorized by the NJTPA shall have force or effect until 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 2024-2027 Transportation Improvement Program.

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

Summary of Action

Minor Amendments to the FY 2024-2027 Transportation Improvement Program to Add Federal Funds to Three Programs as Requested by New Jersey Transit

Action: Approval of a request from the New Jersey Transit Corporation (NJ TRANSIT) to amend the FY 2024-2027 Transportation Improvement Program (TIP) by adding federal funds to three programs, as detailed below.

Minor Amendments:

- **Bridge and Tunnel Rehabilitation, *Statewide* DBNUM T05**
This request is to add \$27.73 million of Federal Highway Administration (FHWA) Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation Program (PROTECT) funds and add \$334.339 million of Federal Transit Administration (FTA) Section 5324 Public Transportation Emergency Relief Program funds (SECT 5324) for Engineering, Right-of-Way, and Construction (ERC) in Federal Fiscal Year (FFY) 2024. This funding will support the advancement of the following transit projects:

 - Peckman River Bridge Reconstruction – \$27.73 million (Essex County)
 - Raritan River Drawbridge Replacement - \$334.339 million (Middlesex County)
- **Rail Support Facilities and Equipment, *Statewide* DBNUM T37**
This request is to add \$60 million of FHWA Surface Transportation Program (STP) funds and add FTA \$37.142 million of SECT 5324 funds for ERC in FFY 2024. This funding will support the advancement of the following regional transit projects:

 - Northern MOW Building Replacement (Main Line) – \$60 million (Passaic County)
 - Hoboken Long Slip Flood Protection Project - \$37.142 million (Hudson County)
- **Transit Enhancements/Transportation Alternatives Program/Alternative Transit Improvements, *Statewide* DBNUM T210**
This request is to add \$180 million in FHWA STP funds for ERC in FY 2024, and \$6.68 million in FHWA PROTECT funds for ERC in FFY 2024. This funding will support the advancement of the following regional transit projects:

 - Secaucus to Meadowlands Transitway – \$180 million (Hudson County)
 - Resilient Infrastructure Assessment for Hoboken Division: Phase I – \$3.2 million (Hudson County)
 - Bus Garage Resiliency Assessment – \$2.81 million (Bergen & Hudson Counties)
 - Rail Right of Way Resilient Green Infrastructure Assessment: Phase I – \$0.67 million (Bergen & Morris Counties)

Background: According to the *TIP Memorandum of Understanding*, when federal funds are added above a specified threshold or a new project or program is added to the TIP and a new air quality conformity determination is not required, this constitutes a minor amendment, and action

is required by the NJTPA Project Prioritization Committee and the Board of Trustees. These TIP revisions fall within the MOU guidelines to be approved as minor amendments.

The revisions have been reviewed by NJTPA Central Staff. Fiscal constraint is maintained and funds are made available for these purposes through a FHWA funding redistribution process and FTA Section 5324 Public Transportation Emergency Relief Program funds. FHWA funds are being transferred (flexed) from NJDOT to FTA and NJ TRANSIT to support various eligible transit projects that require additional funds to allow them to be authorized. Unobligated SECT 5324 funds no longer required for the Microgrid Central Facility component of the NJ TRANSIT Grid Project have been approved by the FTA to be reallocated to support other Hurricane Sandy Competitive Resilience projects that require additional funds to be completed. These projects are exempt from an air quality conformity determination and do not impact the current conformity determination. Additional information is provided in the attached documents.

Justification for Action: Approval of these revisions to the FY 2024- 2027 TIP will allow the funds to be programmed and the referenced programs and projects to advance.

Staff Recommendation: Central Staff recommends approval of these actions.

NJTPA

Transportation Improvement Program Fiscal Years 2024 - 2027

Routes: TRANSIT

Mileposts:

DBNUM: T05

Name: Bridge and Tunnel Rehabilitation

This program funds the design, repair, rehabilitation, replacement, painting, and inspection of tunnels and bridges. The program funds other work related to the movable bridge program, drawbridge power program, and right-of-way improvements necessary to maintain a State of Good Repair (SOGR) for culverts, bridges, and tunnels.

In the DVRPC area, two bridges are using Flex funding from FHWA Off System Bridge. Ohio Avenue Bridge at \$20.2 million and Old White Horse Pike at \$18.9 million, for a total of \$39.1 million.

In the NJTPA region, four bridges are using Flex FHWA Off System Bridge funding. Yogi Berra Drive at \$20.2 million, Mountain Road at \$18.9 million, Cregar Road at \$8.1 million, and East 32nd Street at \$20.2 million, for a total of \$67.4 million.

In the FY24FY33 STIP, this funding will be obligated and managed as Sec 5307.

Counties: Various

Municipalities: Various

AQ Code: S19 (Exempt)

RCIS Category: Transit Preservation

Sponsor: NJ TRANSIT

Est. Total Project Cost: (Million) \$735.617

TIP:

CURRENT

FY 2024 - 2027 TIP Cost: (Million) \$288.788

Unconstrained Information Year

MPO	PHASE	SOURCE	2024	2025	2026	2027	2028-2033
NJTPA	ERC	SECT 5307	\$35.836	\$97.899	\$26.116		
NJTPA	ERC	STATE	\$15.384	\$15.384	\$15.384	\$15.384	\$92.305
NJTPA	ERC	STBGP-OS-BRDG	\$67.400				
TOTAL			\$118.620	\$113.283	\$41.500	\$15.384	\$92.305

PENDING

FY 2024 - 2027 TIP Cost: (Million) \$650.857

Unconstrained Information Year

MPO	PHASE	SOURCE	2024	2025	2026	2027	2028-2033
NJTPA	ERC	PROTECT	\$27.730				
NJTPA	ERC	SECT 5307	\$35.836	\$97.899	\$26.116		
NJTPA	ERC	SECT 5324	\$334.339				
NJTPA	ERC	STATE	\$15.384	\$15.384	\$15.384	\$15.384	\$92.305
NJTPA	ERC	STBGP-OS-BRDG	\$67.400				
TOTAL			\$480.689	\$113.283	\$41.500	\$15.384	\$92.305

NJTPA

Transportation Improvement Program Fiscal Years 2024 - 2027

Routes: TRANSIT

Mileposts:

DBNUM: T37

Name: Rail Support Facilities and Equipment

This program provides funds for rehabilitation and construction activities for yard improvements systemwide, improvements at support facilities necessary to perform maintenance work at rail yards, rail capacity improvements including passing sidings, interlockings and electric traction improvements, signal and communication improvements at support facilities, right-of-way fencing, maintenance-of-way equipment and the installation of pedestal tracks necessary to perform maintenance work at rail yards. Also included is funding for NJ TRANSIT's capital cost-sharing obligations related to use of Amtrak/Conrail facilities including but not limited to acquisition of properties and any items or services needed to support the acquisition. FY24 includes funding for SANDY – Long Slip Fill and Rail Enhancement resilience project in response to Superstorm Sandy. Using Flex funding from FHWA/NJDOT to the FTA/NJ TRANSIT. Adds \$5 million in CMAQ funds to the Hoboken Yard Complex. Adds \$33.820 million in Protect funds for the Delco Lead project. In the FY24FY33 STIP, this funding will be obligated and managed as Sec 5307

Counties: Various

Municipalities: Various

AQ Code: MT8 (Exempt)

RCIS Category: Transit Preservation

Sponsor: NJ TRANSIT

Est. Total Project Cost: (Million) \$464.595

TIP:

CURRENT

FY 2024 - 2027 TIP Cost: (Million) \$363.313

Unconstrained
Information Year

MPO	PHASE	SOURCE	2024	2025	2026	2027	2028-2033
NJTPA	ERC	CMAQ 5307	\$5.000				
NJTPA	ERC	METRO-NORTH	\$.690	\$.690	\$.690	\$.690	\$4.140
NJTPA	ERC	OTHER	\$6.312				
NJTPA	ERC	PFP	\$33.820				
NJTPA	ERC	SECT 5307	\$89.538	\$22.858	\$47.456	\$70.000	
NJTPA	ERC	SECT 5337			\$14.400		
NJTPA	ERC	STATE	\$19.500	\$12.375	\$34.827	\$4.467	\$26.250
TOTAL			\$154.860	\$35.923	\$97.373	\$75.157	\$30.390

PENDING

FY 2024 - 2027 TIP Cost: (Million) \$460.455

Unconstrained
Information Year

MPO	PHASE	SOURCE	2024	2025	2026	2027	2028-2033
NJTPA	ERC	CMAQ 5307	\$5.000				
NJTPA	ERC	METRO-NORTH	\$.690	\$.690	\$.690	\$.690	\$4.140
NJTPA	ERC	OTHER	\$6.312				
NJTPA	ERC	PFP	\$33.820				
NJTPA	ERC	SECT 5307	\$89.538	\$22.858	\$47.456	\$70.000	
NJTPA	ERC	SECT 5324	\$37.142				

DATE SUBMITTED: 6/4/2024

PENDING ACTION

NJTPA

Transportation Improvement Program Fiscal Years 2024 - 2027

NJTPA	ERC	SECT 5337			\$14.400		
NJTPA	ERC	STATE	\$19.500	\$12.375	\$34.827	\$4.467	\$26.250
NJTPA	ERC	STP	\$60.000				
TOTAL			\$252.002	\$35.923	\$97.373	\$75.157	\$30.390

DATE SUBMITTED: 6/4/2024

NJTPA

Transportation Improvement Program Fiscal Years 2024 - 2027

Routes: TRANSIT

Mileposts:

DBNUM: T210

Name: Transit Enhancements/Transp Altern Prog (TAP)/Altern Transit Improv (ATI)

Funding is provided for projects or project elements that are designed to enhance mass transportation service or use and are physically or functionally related to transit facilities as outlined in FTA Circular 9030.1E., including funding for a Statewide Bus Signs and Shelter Maintenance Upgrade Program and historic restoration of NJ TRANSIT facilities. Federal assistance was awarded for the U.S. Route 9 Bus Rapid Transit project in the amount of \$470,000. Funds are being funded with FHWA STP funds for the Newark Intermodal project in the amount of \$500,000.

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.

Per previous NJTPA Board Action, reflects the transfer of Carbon Reduction funds in the amount of \$27.306M to the Greenway and Transitway project.

In the FY24FY33 STIP, this funding will be obligated and managed as Sec 5307.

Counties: Various

Municipalities: Various

AQ Code: MT8 (Exempt)

RCIS Category: Transit Enhancement

Sponsor: NJ TRANSIT

Est. Total Project Cost: (Million) \$458.198

TIP:

CURRENT

FY 2024 - 2027 TIP Cost: (Million) \$85.371

Unconstrained
Information Year

MPO	PHASE	SOURCE	2024	2025	2026	2027	2028-2033
NJTPA	ERC	CR-NY/NWK	\$27.307				
NJTPA	ERC	SECT 5307	\$.566			\$2.681	\$16.086
NJTPA	ERC	SECT 5337	\$19.812	\$4.645	\$4.645	\$4.645	\$27.870
NJTPA	ERC	SECT 5339	\$15.354				
NJTPA	ERC	STATE				\$2.916	\$389.499
NJTPA	ERC	STP-TE	\$2.800				
TOTAL			\$65.839	\$4.645	\$4.645	\$10.242	\$433.455

PENDING

FY 2024 - 2027 TIP Cost: (Million) \$272.051

Unconstrained
Information Year

MPO	PHASE	SOURCE	2024	2025	2026	2027	2028-2033
NJTPA	ERC	CR-NY/NWK	\$27.307				
NJTPA	ERC	PROTECT	\$6.680				
NJTPA	ERC	SECT 5307	\$.566			\$2.681	\$16.086
NJTPA	ERC	SECT 5337	\$19.812	\$4.645	\$4.645	\$4.645	\$27.870
NJTPA	ERC	SECT 5339	\$15.354				
NJTPA	ERC	STATE				\$2.916	\$389.499
NJTPA	ERC	STP	\$180.000				

DATE SUBMITTED: 6/4/2024

PENDING ACTION

NJTPA

Transportation Improvement Program Fiscal Years 2024 - 2027

NJTPA	ERC	STP-TE	\$2.800				
		TOTAL	\$252.519	\$4.645	\$4.645	\$10.242	\$433.455

DATE SUBMITTED: 6/4/2024

Philip D. Murphy, Governor
Tahesha L. Way, Lieutenant Governor
Francis K. O'Connor, Acting Commissioner
Kevin S. Corbett, President & CEO

ONE PENN PLAZA EAST
NEWARK, NJ 07105-2246
973-491-7000



June 4, 2024

Mr. David W. Behrend
Executive Director
North Jersey Transportation Planning Authority
One Newark Center, 17th Floor
Newark, NJ 07102

Re: Request for modification of the FY2024-2027 Transportation Improvement Program, including TIP amendment and modification actions

Dear Mr. Behrend:

On behalf of NJ TRANSIT, I am submitting for your approval a request for modification of NJTPA's FY 2024-2027 Transportation Improvement Program (TIP). These actions support redistribution of FFY2024 FHWA funds, and fiscal constraint is maintained. Details of the individual amendment and modification actions are provided below.

NJ TRANSIT seeks an amendment to add funds in the amount of \$27.73M to program T05 (Bridge & Tunnel Rehabilitation) to support the advancement of the Peckman River Bridge Reconstruction project. FHWA FY2024 PROTECT funds will be used as the funding source for this project. Located on the Montclair-Boonton Line in Essex County, the purpose of this project is to design and construct a more resilient rail bridge that can withstand future riverine flood events and severe storms.

NJ TRANSIT seeks a modification to add funds in the amount of \$3.2M to program T210 (Transit Enhancements/TAP/ATI) to support the advancement of the Resilient Infrastructure Assessment for Hoboken Division: Phase I. FHWA FY2024 PROTECT funds will be used as the funding source for this project. Focusing in Hudson County, the purpose of this effort is to develop a capital investment strategy for three (3) Hoboken Division lines, with the goal of improving their resiliency to extreme weather and climate change impacts. The alignments included in this initiative are the Pascack Valley Line, Main-Bergen County Line, and the M&E Morristown Line.

NJ TRANSIT seeks a modification to add funds in the amount of \$2.81M to program T210 (Transit Enhancements/TAP/ATI) to support the advancement of a Bus Garage Resiliency Assessment. FHWA FY2024 PROTECT funds will be used as the funding source for this project. This effort will entail a systematic climate vulnerability analysis of bus facilities in Bergen and Hudson Counties that have been previously identified as vulnerable to climate change impacts, and project development for resiliency infrastructure investments to address long term risks.

NJ TRANSIT seeks a modification to add funds in the amount of \$0.67M to program T210 (Transit Enhancements/TAP/ATI) to support the advancement of the Rail Right of Way Resilient Green Infrastructure Assessment – Phase I. FHWA FY2024 PROTECT funds will be used as the funding source for this project. This

project will identify strategies and develop concepts to reduce the agency's exposure to disruptions due to wind- and rain-driven events by deploying sustainable nature-based and/or green infrastructure assets. The first phase of this study will focus on project development for green infrastructure at targeted locations in Morris County and Bergen County. The overall goal is to address long term risk to operations with an aim at cost effective and sustainable solutions.

NJ TRANSIT seeks an amendment to add funds in the amount of \$180M to program T210 (Transit Enhancements/TAP/ATI) to support the advancement of the Secaucus to Meadowlands Transitway. FHWA FY2024 STP funds will be used as the funding source for this project. The Secaucus to Meadowland Transitway (SMT) aims to provide a solution that increases transit service capacity to move customers between the Meadowlands Sports and Entertainment Complex (MSEC) and the Frank R. Lautenberg Rail Station at Secaucus Junction. NJ TRANSIT will also assess options for transit service utilizing the former Boonton Line right of way and potentially extending east to Jersey City via the NJ TRANSIT owned Bergen Arches.

NJ TRANSIT seeks an amendment to add funds in the amount of \$60M to program T37 (Rail Support Facilities & Equipment) to support the advancement of the Northern MOW Building.

FHWA FY2024 STP funds will be used as the funding source for this project. This project will replace an existing rail maintenance of way (MOW) facility with a new facility located in Clifton, NJ along NJ TRANSIT's Main Line. The new site will support additional MOW equipment, as well as provide adequate administrative space for the growing staff.

NJ TRANSIT will shortly be submitting these individual TIP actions to NJTPA via the E-STIP system, which will include more detailed funding information about each of these TIP actions.

Thank you for your support and assistance advancing this TIP amendment package. Please let us know if you require additional information or have any questions.

Sincerely,



Louis Millan
Sr. Program Director – Capital Planning

Copy to: E. Johnson, NJTPA
J. Colangelo-Bryan, NJ TRANSIT
L. DiGiovanni, NJ TRANSIT
J. Gray, NJ TRANSIT
R. Schaefer, NJ TRANSIT
M. Tuozzolo, NJ TRANSIT
J. Vari, NJ TRANSIT
S. Young, NJ TRANSIT

Philip D. Murphy, Governor
Tahesha L. Way, Lieutenant Governor
Francis K. O'Connor, Acting Commissioner
Kevin S. Corbett, President & CEO

ONE PENN PLAZA EAST
NEWARK, NJ 07105-2246
973-491-7000



June 11, 2024

Mr. David W. Behrend
Executive Director
North Jersey Transportation Planning Authority
One Newark Center, 17th Floor
Newark, NJ 07102

Re: Revised request for modification of the FY2024-27 Transportation Improvement Program, including TIP amendment actions

Dear Mr. Behrend:

On behalf of NJ TRANSIT, I am submitting for your approval a request for modification of NJTPA's FY 2024-2027 Transportation Improvement Program (TIP). These actions seek to reallocate Section 5324 Public Transportation Emergency Relief Program funds to other NJ TRANSIT Hurricane Sandy projects. Fiscal constraint is maintained.

On December 15, 2023, NJ TRANSIT notified the Federal Transit Administration (FTA) of its intent to cancel the Microgrid Central Facility (MCF) component of the TRANSITGRID project. NJ TRANSIT requested FTA's approval to reallocate all Hurricane Sandy emergency relief funds that were obligated to support the MCF to the other competitive resilience (CR) projects. The FTA has approved NJ TRANSIT's request.

These TIP actions reallocate the remaining Hurricane Sandy CR funds totaling \$371,482,151. Please note that this amount is slightly higher than the amount indicated in our previous correspondence, reflecting additional Hurricane Sandy CR funds that had been made available. These funds were initially added to NJTPA's FY 2016-2025 TIP, in program T910 (NJ TRANSIT Grid Project) as Section 5324 funds. The reallocation will support other NJ TRANSIT CR projects that received an initial allocation and will allow the projects to be completed. Details of the individual amendment actions are provided, below.

The Hoboken Long Slip Flood Protection Project, commonly referred to as SANDY – Long Slip Fill and Rail Enhancement, received an initial FTA allocation of \$146,548,432. This TIP amendment request would reallocate \$37,142,250 from the NJ TRANSIT Grid program to program T37 (Rail Support Facilities and Equipment), as FY2024 Section 5324 funds.

The Raritan River Drawbridge Replacement project, referred to as SANDY – Raritan River Bridge Replacement, received an initial FTA allocation of \$446,312,465. NJ TRANSIT is requesting an amendment to add funds from the NJ TRANSIT Grid program in the amount of \$334,339,901 to program T05 (Bridge and Tunnel Rehabilitation), as FY2024 Section 5324 funds. Please note that this amount is also higher than the amount indicated in our previous correspondence.

NJ TRANSIT will shortly be submitting these individual TIP actions to NJTPA via the E-STIP system, which will include more detailed funding information about each of these TIP actions.

Thank you for your support and assistance advancing this TIP amendment package. Please let us know if you require additional information or have any questions.

Sincerely,

A handwritten signature in black ink, appearing to read "Louis Millan". The signature is fluid and cursive, with a large initial "L" and "M".

Louis Millan
Sr. Program Director Capital Planning

- Copy to:
- E. Johnson, NJTPA
 - D. Burns, FTA
 - J. Colangelo-Bryan, NJ TRANSIT
 - L. DiGiovanni, NJ TRANSIT
 - J. Gray, NJ TRANSIT
 - R. Schaefer, NJ TRANSIT
 - M. Tuozzolo, NJ TRANSIT
 - J. Vari, NJ TRANSIT
 - S. Young, NJ TRANSIT

**DRAFT RESOLUTION: MINOR AMENDMENTS TO THE FY 2024-2027
TRANSPORTATION IMPROVEMENT PROGRAM TO
ADD ONE PROGRAM AND FOUR PROJECTS AS
REQUESTED BY NEW JERSEY TRANSIT**

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

WHEREAS, the NJTPA formally adopted the FY 2024-2027 Transportation Improvement Program (TIP) on September 12, 2023; 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 when federal funds are added above a specified threshold or a project or program with federal funds is added to the TIP and a new air quality conformity determination is not required, this constitutes a minor amendment; and

WHEREAS, NJ TRANSIT has requested minor amendments to the FY 2024-2027 TIP to add the Lackawanna Cutoff MOS Project (DBNUM T535); Light Rail Vehicle Rolling Stock (DBNUM T550); Lyndhurst Intermodal ADA Improvements (DBNUM T610); NEC Elizabeth Intermodal Station Improvements (DBNUM T600); and New Brunswick Station Platform Extension and Elevator Improvements (Liberty Corridor) (DBNUM T532); and

WHEREAS, fiscal constraint is maintained through federal funds available from prior year unobligated balances; and

WHEREAS, these minor amendments are either exempt or modeled as non-exempt in the current air quality conformity determination, and the requested revisions do not warrant further emissions analysis as per the Transportation Conformity Rule (40 CFR 93.126 and 93.127) and do not impact the current conformity determination; and

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

WHEREAS, the FY 2024 – 2027 TIP conforms to federal performance-based planning requirements; and

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

WHEREAS, no action authorized by the NJTPA shall have force or effect until 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 2024-2027 Transportation Improvement Program.

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

Summary of Action

Minor Amendments to the FY 2024 – 2027 Transportation Improvement Program to Add One Program and Four Projects as Requested by New Jersey Transit

Action: Approval of a request from the New Jersey Transit Corporation (NJ TRANSIT) to amend the FY 2024 – 2027 Transportation Improvement Program (TIP) by adding one program and four projects with federal funds, as detailed below.

Minor Amendments to add the following to the current TIP:

- **Light Rail Vehicle Rolling Stock, *Statewide* DBNUM T550**
This program would use \$7.170 million of Section 5307 Urbanized Area Formula Program (SECT 5307) funds for Engineering, Right-of-Way and Construction (ERC) in Federal Fiscal Year (FFY) 2024. ERC funds were programmed in FFY 2023 in the FY 2022-2025 TIP but not authorized; this program line item must be added to the FY 2024-2027 TIP to program the necessary funds for authorization in FFY 2024.
- **Lackawanna Cutoff MOS Project, *Morris, Sussex, and Warren Counties* DBNUM T535**
The project will be added to the TIP and programmed with \$9.823 million of SECT 5307 funds for ERC in FFY 2024. ERC funds were programmed in FFY 2023 in the FY 2022-2025 TIP but not authorized; the project must be added to the FY 2024-2027 TIP to program the necessary funds for authorization in FFY 2024.
- **Lyndhurst Intermodal ADA Improvements, *Bergen County* DBNUM T610**
The project will be added to the TIP and programmed with \$0.364 million of SECT 5307 funds and \$13.273 million of Section 5307 Transportation Alternatives Program (SECT 5307-TAP) funds for ERC in FFY 2024. ERC funds were programmed in FFY 2023 in the FY 2022-2025 TIP but not authorized; the project must be added to the FY 2024-2027 TIP to program the necessary funds for authorization in FFY 2024.
- **NEC Elizabeth Intermodal Station Improvements, *Union County* DBNUM T600** The project will be added to the TIP and programmed with \$16.840 million of SECT 5307 funds for ERC in FFY 2024. ERC funds were programmed in FFY 2023 in the FY 2022-2025 TIP but not authorized; the project must be added to the FY 2024-2027 TIP to program the necessary funds for authorization in FFY 2024.
- **New Brunswick Station Platform Extension and Elevator Improvements (*Liberty Corridor*), *Middlesex County* DBNUM T532**
The project will be added to the TIP and programmed with \$7.391 million of SECT 5307 funds for ERC in FFY 2024. ERC funds were programmed in FFY 2023 in the FY 2022-2025 TIP but not authorized; the project must be added to the FY 2024-2027 TIP to program the necessary funds for authorization in FFY 2024.

Background: According to the TIP Memorandum of Understanding, when a new project or program is added to the TIP and a new air quality conformity determination is not required, this

constitutes a minor amendment, and action is required by the NJTPA Project Prioritization Committee and the Board of Trustees. These TIP revisions fall within the MOU guidelines to be approved as minor amendments.

The requested revisions have been reviewed by NJTPA Central Staff and the counties of Morris, Sussex, Warren, Bergen, Union, and Middlesex. These projects are either exempt or modeled as non-exempt in the current air quality conformity determination, and the requested revisions do not warrant further emissions analysis. Fiscal constraint is maintained for these changes through funds available from prior-year unobligated balances. Additional information is provided in the attached documents.

Justification for Action: Approval of these revisions to the FY 2024 – 2027 TIP will allow the funds to be programmed and the referenced program and projects to advance.

Staff Recommendation: Central Staff recommends approval of these actions.

PENDING ACTION

NJTPA

Transportation Improvement Program Fiscal Years 2024 - 2027

Routes: TRANSIT

Mileposts:

DBNUM: T550

Name: Light Rail Vehicle Rolling Stock

Funding is provided for annual lease payments for Hudson Bergen Light Rail, Newark City Subway and Newark City Subway Extension vehicles. Funding will be provided to support the Mid-Life Overhaul of the LRV fleet (20 vehicles) operating on NJ TRANSIT RiverLine Light Rail System.

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

AQ Code: MT10 (Exempt)

RCIS Category: Transit Preservation

Sponsor: NJ TRANSIT

Est. Total Project Cost: (Million) \$60.915

TIP:

PENDING

FY 2024 - 2027 TIP Cost: (Million) \$7.170

Unconstrained
Information Year

MPO	PHASE	SOURCE	2024	2025	2026	2027	2028-2033
NJTPA	ERC	SECT 5307	\$7.170				
TOTAL			\$7.170				

DATE SUBMITTED: 5/29/2024

PENDING ACTION

NJTPA

Transportation Improvement Program Fiscal Years 2024 - 2027

Routes: TRANSIT

Mileposts:

DBNUM: T535

Name: Lackawanna Cutoff MOS Project

Funding is provided for FY 2008 New Starts earmarks for the Lackawanna Cutoff Rail project, which will provide an 88-mile, single-track commuter rail line with passing sidings between Scranton, Pennsylvania and Port Morris, New Jersey where it will connect with NJ TRANSIT's Boonton/Morristown Line.

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. The total project cost of the 7.3 mile Lackawanna Cutoff MOS project is \$61.624 million.

Counties: Morris Sussex Warren

Municipalities: Various

AQ Code: Non-Exempt

RCIS Category: Transit Expansion

Sponsor: NJ TRANSIT

Est. Total Project Cost: (Million) \$94.034

TIP:

PENDING

FY 2024 - 2027 TIP Cost: (Million) \$9.823

**Unconstrained
Information Year**

MPO	PHASE	SOURCE	2024	2025	2026	2027	2028-2033
NJTPA	ERC	SECT 5307	\$9.823				
TOTAL			\$9.823				

DATE SUBMITTED: 5/29/2024

PENDING ACTION

NJTPA

Transportation Improvement Program Fiscal Years 2024 - 2027

Routes: TRANSIT

Mileposts:

DBNUM: T610

Name: Lyndhurst Intermodal ADA Improvements

Funding is provided for the Lyndhurst Intermodal Station construction to make the station ADA accessible. 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: Bergen

Municipalities: Lyndhurst Twp

AQ Code: MT8 (Exempt)

RCIS Category: Transit Enhancement

Sponsor: NJ TRANSIT

Est. Total Project Cost: (Million) \$31.587

TIP:

PENDING

FY 2024 - 2027 TIP Cost: (Million) \$13.637

**Unconstrained
Information Year**

MPO	PHASE	SOURCE	2024	2025	2026	2027	2028-2033
NJTPA	ERC	SECT 5307	\$.364				
NJTPA	ERC	SECT 5307 TAP	\$13.273				
TOTAL			\$13.637				

DATE SUBMITTED: 5/29/2024

PENDING ACTION

NJTPA

Transportation Improvement Program Fiscal Years 2024 - 2027

Routes: TRANSIT

Mileposts:

DBNUM: T600

Name: NEC Elizabeth Intermodal Station Improvements

Funding is provided for the reconstruction of the passenger platforms and station building at Elizabeth Intermodal Station, including, but not limited to new elevators and stairs, ticket and operational office space, and retail space.

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: Union

Municipalities: Elizabeth City

AQ Code: MT8 (Exempt)

RCIS Category: Transit Preservation

Sponsor: NJ TRANSIT

Est. Total Project Cost: (Million) \$74.855

TIP:

PENDING

FY 2024 - 2027 TIP Cost: (Million) \$16.840

**Unconstrained
Information Year**

MPO	PHASE	SOURCE	2024	2025	2026	2027	2028-2033
NJTPA	ERC	SECT 5307	\$16.840				
TOTAL			\$16.840				

DATE SUBMITTED: 5/29/2024

PENDING ACTION

NJTPA

Transportation Improvement Program Fiscal Years 2024 - 2027

Routes: TRANSIT

Mileposts:

DBNUM: T532

Name: New Brunswick Station Platform Ext. and Elevator Imprvmnts (Liberty Corridor)

This project will involve a series of capital improvements at the New Brunswick Station on the Northeast Corridor Line that will enhance current station functionality and will help support long-term development of the station as a multi-model hub. Project elements include, but not limited to, improved pedestrian safety, new static and dynamic signage, a new eastbound elevator, and upgrades to existing vertical transportation facilities.

Counties: Middlesex

Municipalities: New Brunswick City

AQ Code: MT8 (Exempt)

RCIS Category: Transit Preservation

Sponsor: NJ TRANSIT

Est. Total Project Cost: (Million) \$7.391

TIP:

PENDING

FY 2024 - 2027 TIP Cost: (Million) \$7.391

**Unconstrained
Information Year**

MPO	PHASE	SOURCE	2024	2025	2026	2027	2028-2033
NJTPA	ERC	SECT 5307	\$7.391				
TOTAL			\$7.391				

DATE SUBMITTED: 5/29/2024



May 30, 2024

Elizabeth Johnson
Senior Director, Information Systems
North Jersey Transportation Planning Authority
One Newark Center, 17th Floor
Newark, NJ 07102

Subject: Request for Amendments to the FY2024-2027 Transportation Improvement Program

Dear Ms. Johnson:

NJ TRANSIT is requesting to add the following DBNUMs to the NJTPA's FY2024-2027 Transportation Improvement Program to reflect funding that was carried over from FY2023. These items are established in e-STIP.

DB# 532 New Brunswick Station Platform Ext and Elevators Improvements

• Add Section 5307 funds in the amount of \$7.391M from \$0.000M to \$7.391M. These funds are being carried over from 2023.

DB# 535 Lackawanna Cut Off MOS Project

• Add Section 5307 funds in the amount of \$9.823M from \$0.000M to \$9.823M. These funds are being carried over from 2023.

DB# 550 Light Rail Vehicle Rolling Stock

• Add Section 5307 funds in the amount of \$7.170M from \$0.000M to \$7.170M. These funds are being carried over from 2023.

DB# 600 NEC Elizabeth Intermodal Station Improvements

• Add Section 5307 funds in the amount of \$16.840M from \$0.000M to \$16.840M. These funds are being carried over from 2023.

DB# 610 Lyndhurst Intermodal ADA Improvements

• Add Section 5307 funds in the amount of \$0.364M from \$0.000M to \$0.364M and add Section 5307 TAP funds in the amount of \$13.273M from \$0.000M to \$13.273M. These funds are being carried over from 2023.

Thank you for your attention to this matter. Please let me know if you have any questions.

Sincerely,

Sharon Young

Sharon Young
Manager, Grant Administration and Compliance

cc: J. Colangelo-Bryan, NJ TRANSIT
L. DiGiovanni, NJ TRANSIT
J. Gray, NJ TRANSIT
W. Leake, NJ TRANSIT
L. Millan, NJ TRANSIT
J. Vari, NJ TRANSIT
V. Koenigkramer, NJTPA
J. Witsch, NJTPA