



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

**PETER PALMER, CHAIRMAN**

**AGENDA**

**January 22, 2017**

**10:00 AM**

NJTPA Office  
One Newark Center, 17th floor  
Newark, NJ 07102

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- A. Open Public Meetings Act Compliance
  - B. Salute to the Flag
  - C. Roll Call
  - D. Approval of Minutes
  - E. Chairman's Remarks
  - F. Executive Director's Report
  - G. Committee Reports/Action Items\*
    - Project Prioritization – Freeholder Angel Estrada, Chair
      1. FY 2017-2018 Local Safety and High Risk Rural Roads (Attachments G.1.a., G.1.b., G.1.c.)
      2. Minor Amendment to the FY 2018-2021 Transportation Improvement Program to Add Federal Funds for the Bridge Maintenance Fender Replacement Program as Requested by NJDOT (Attachments G.2.a., G.2.b.)
      3. Minor Amendment to the FY 2018-2021 Transportation Improvement Program to Add the Route 280, Route 21 Interchange Improvements Project as Requested by NJDOT (Attachments G.3.a., G.3.b.)

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

- Planning and Economic Development – Freeholder Matthew Holt, Chair
  - Freight Initiatives – Freeholder Kathy DeFillippo, Chair
  - Federal Policy Update – Freeholder Matthew Holt
- H. Report of Nominating Committee and Election of the Executive Committee of the NJTPA Board of Trustees for 2018-2019
- I. Public Participation
- J. Next Meeting: Monday, March 12, 2018, 10:00 a.m., at the NJTPA, One Newark Center, Newark, NJ 07102.
- K. Adjournment



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

## **PETER PALMER, CHAIR**

### **Board Meeting Minutes**

**November 13, 2017**

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#### **A. Open Public Meetings Act Compliance**

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

#### **B. Salute to the Flag**

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

#### **C. Roll Call**

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

#### **D. Approval of Minutes**

A motion to approve the minutes of the September 18, 2017 meeting was made by Union County, seconded by Morris County and carried unanimously.

A motion to approve the minutes of the October 20, 2017 special Board teleconference was made by Morris County, seconded by Hunterdon County and carried unanimously.

#### **E. Chairman's Remarks**

Chairman Palmer congratulated Governor-Elect Murphy and others who won elected office in New Jersey on November 7. He said the NJTPA looks forward to working with the Governor-Elect and his team, and stands ready to provide information on transportation in the region, the outlook for federal funding, and any other planning and transportation related insights.

The Chairman noted that the Board will consider approving Plan 2045: Connecting North Jersey, the region's long-range regional transportation plan; the Transportation Improvement Program (TIP); and the Air Quality Conformity Determination. He said Plan 2045 contains a strong vision for how the region needs to invest in transportation over the next quarter century, and in keeping with the work with Together North Jersey, this transportation plan will help make the region more Competitive, Efficient, Livable, and Resilient.

Chairman Palmer stressed the importance of transportation investment to the regional economy. Improved roads and rail help to link a highly educated workforce with good jobs throughout the regions. Investments in complete streets make communities more conducive to walking and biking. Investment in the transportation network is particularly important for moving freight, especially from the seaport, which is a very critical component of the economy. The Chairman said he spoke about this recently, when the New York Shipping Association released its Port Economic Impact Study. The port study was prepared by the NJTPA in association with the Shipping Association, and it details the importance of the port to the region's economic well-being. The port industry supports nearly 345,000 jobs, providing around \$21 billion in personal income, \$53.8 billion in business income, and nearly \$7 billion in federal, state and local tax revenues. The report notes that New Jersey has emerged as a leading location for e-commerce and production facilities because of a "perfect trifecta" – a growing economy, high population density, and extensive multi-modal infrastructure. Chairman Palmer thanked First Vice Chairman Angel Estrada, Union County, for joining him at the event.

Chairman Palmer, said he is a vocal advocate for improving trans-Hudson transit. He reported that he and NJTPA Executive Director Mary K. Murphy attended a groundbreaking ceremony for initial work on the Portal Bridge replacement. The Bridge has been a key bottleneck on the Northeast Corridor. He congratulated NJ TRANSIT, the Port Authority of New York & New Jersey (PANYNJ), Amtrak and all others who were involved in moving the project forward. A federal TIGER grant is funding the current stage of work, which will prepare the site for construction. The Portal Bridge is part of the larger Gateway Program, which also includes the Hudson River Tunnels. He said New Jersey and New York have agreed to fund half of Gateway, with the federal government committed to picking up the other 50 percent. However, funding details have not yet been worked out, and it's vital to continue to call for Gateway to be fully funded and to move forward as soon as possible.

Chairman Palmer said Penn Station New York is key to all trans-Hudson infrastructure improvements. He noted that the station is owned by Amtrak, which is a federal agency, and in the long term, NJ Transit will account for more than half the trains there, so New Jersey deserves an equal voice in the reconstruction of Penn Station, which he said does not belong to New York City or New York State. The Chairman said Senator Cory Booker is a key voice in this issue, and the NJTPA looks forward to his support.

The Chairman said that important and exciting things are happening in the region – the port continues to grow and thrive, providing more economic opportunity for businesses, workers and consumers, and critical investments in trans-Hudson infrastructure are steadily gaining momentum promising a better connection to the economic engine of New York City. He said the

NJTPA is proud to be leading the regional planning efforts that help make these things possible, and he is confident that, with the continued collaboration of the counties, cities and agencies, the region will seize these opportunities and grow and thrive through 2045 and beyond.

The Chairman welcomed Gary Brune, new alternate from the New Jersey Department of Transportation (NJDOT) and Jared Rodriguez, new Citizens Representative Alternate.

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

Ms. Murphy said the Board is considering three of the key documents and planning products that are at the core of the NJTPA's responsibilities as a Metropolitan Planning Organization – Plan 2045, the TIP and the associated Air Quality conformity determination. She said she is particularly grateful for the participation and hands-on involvement of several Board members in public outreach efforts for these documents.

Ms. Murphy said that, in addition, Board members were active the NJTPA's fall round of Street Smart NJ Pedestrian Safety campaigns. On October 18, Passaic County Freeholder John Bartlett participated in a news conference announcing a campaign focusing on the area around the county administrative and court offices in Paterson. On October 25, Bergen County Executive James Tedesco spoke at the kickoff of the Hackensack campaign at Hackensack University Medical Center, which hosted a campaign. On November 1, Hudson County Executive as DeGise led a kickoff event for a corridor-wide campaign along John F. Kennedy Boulevard in partnership with five municipalities in Hudson County. Fall campaigns have been taking place in Boonton, High Bridge, West Windsor, Princeton and Westwood, with logistical and promotional support from the Transportation Management Associations (TMAs). She said that, with International Walk-to-School Days (and month), Halloween and the recent changing of the clocks, fall is an important time for Street Smart activities, and the NJTPA continues to look for new partners. (Visit [BeStreetSmartNJ.org](http://BeStreetSmartNJ.org) to learn more.)

Ms. Murphy reported that the NJTPA Morris Canal Greenway Corridor Study is making progress. Board Secretary Freeholder Kathy DeFillippo, Morris County, participated in the October 26 Morris Canal Working Group and stakeholder meeting at Waterloo Village in Stanhope. The meeting included hands-on participation to develop design guidelines and select potential greenway routes. Anyone interested in weighing-in on potential routes can do so by visiting [MorrisCanalGreenway.org](http://MorrisCanalGreenway.org), where there is a link to a wikimap with the possible routes on the greenway study page. A technical advisory committee meeting is being planned for December.

Ms. Murphy said staff has also been active with the Planning for Emerging Centers Program, which provides technical assistance to municipalities working to create more sustainable, transit-supportive and walkable communities. Three pilot efforts are underway. On October 27, Central Staff participated in an open house for the Borough of Freehold's Transit Village Study, which is part of this program. The Town of Boonton is also conducting a Transit Village study, and Green Brook Township is working on a village center re-zoning project.

Ms. Murphy noted that all of these planning activities and more are contained in the Unified Planning Work Program (UPWP), another required element of the MPO planning process, along with the Regional Transportation Plan, TIP and Air Quality Conformity documents. She asked for the Board members' thoughts on what should be included in the next work program, which will guide the work of Central Staff, the subregions and the TMAs for fiscal year 2019, which begins July 1, 2018. Staff is looking present a draft UPWP to the Planning and Economic Development Committee (PEDC) approval in February, and to seek Board adoption in March.

Ms. Murphy said Board action on Plan 2045: Connecting North Jersey marks the culmination of many months of work by Central Staff under the Board's direction. The plan reflects input from partner agencies, the subregions, stakeholders and thousands of citizens around the region. She said Central Staff has worked long and hard on developing the plan and conducting public outreach. She thanked all the Board members who participated – Chairman Palmer, First Vice Chairman, Freeholder Charles Kenny, Middlesex County, and Citizens Representative Jamie LeFrak. She also thanked staff from NJDOT, NJ TRANSIT, PANYNJ and the Governor's Authorities Unit as well.

Ms. Murphy introduced Ted Ritter, Central Staff, who led the public outreach effort for Plan 2045. Mr. Ritter detailed the extensive and innovative outreach effort, which included interacting with the public at various venues, garnering valuable input about transportation needs. He said the extensive use of social media raised the profile of the NJTPA and reached thousands of individuals. Many called for interconnected and off-road bicycle lanes; widening major highways; expanding public transit with additional buses, ferries, and light rail service; and improving the region's freight network. Mr. Ritter noted that Central Staff responded to all comments submitted during the 30-day comment period and summarized them in an appendix to the Plan 2045 document.

Mr. Ritter also detailed two other components of the plan: the Regional Capital Investment Strategy, which is the NJTPA's performance-based policy for making transportation investments, and the financial element, which analyzes investment and performance scenarios based on three levels of funding (anticipated, limited and aspirational) and considers game changers in technology, demographics, economics, the environment, and behavior. Mr. Ritter expressed his appreciation for the active involvement of the Board in formulating Plan 2045.

Chairman Palmer said the outreach program and important connection to the work done on Together North Jersey make Plan 2045 the best Regional Transportation Plan he has seen in his 20-year membership in the NJTPA. He commended Central Staff on this effort.

Freeholder Carl Lazzaro, Sussex County, noted the county's role as the "bread basket" of New Jersey and the tri-state area, providing produce and maintaining the downstate water supply. He said the massive task of developing Plan 2045 was done marvelously with great purpose and professionalism, but he expressed concerns that there were not enough resources dedicated to Sussex County. He noted that there is worry in the County concerning access to jobs, vacant housing, deteriorating bridges and the lack of rail infrastructure, among other things. The Freeholder said other rural portions of New Jersey, including Hunterdon and Warren counties are

“equally forgotten.” He requested that the northwest corner of the state be remembered, in light of all the transportation improvements that are being accomplished around the state.

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

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

Freeholder Matthew Holt, Hunterdon County reported that the Committee considered three of the action items on the day’s agenda. First, the Committee endorsed Plan 2045: Connecting North Jersey for approval, along with the accompanying Air Quality Conformity Determination. He explained that, under federal law, any Metropolitan Planning Organization like the NJTPA must update its long-range plan every four years in order for the region to continue to receive federal transportation funding. Plan 2045 identifies transportation investment priorities based on a comprehensive assessment of long-term needs. It also aligns with the Together North Jersey goals to make the region more competitive, efficient, livable and resilient. Freeholder Holt said that the required Air Quality Conformity Determination demonstrates that all regional transportation investments, taken together, help to improve air quality and meet the requirements of the Clean Air Act. He said Plan 2045 and the TIP were found to meet federal and state standards for reducing ozone, nitrous oxide, volatile organic compounds and PM<sub>2.5</sub>.

The Freeholder said the Committee also endorsed safety performance measure targets set by NJDOT in collaboration with the NJTPA and other New Jersey MPOs. He said NJDOT began working on these measures a year and a half ago with the MPOs and the New Jersey office of the Federal Highway Administration. At the October meeting, Sophia Azam of NJDOT’s Division of Highway and Traffic Safety explained that measures such as fatalities and serious injuries must be based on rolling five-year averages, and the targets take a realistic approach, guided by the State Highway Safety Plan. Freeholder Holt said the NJTPA always considers safety a top priority and is confident that education and enforcement initiatives, such as the Street Smart campaign, combined with infrastructure investments through the Local Safety and High Risk Rural Roads programs, will help the state and region meet these targets.

Freeholder Holt said the Committee also recommended approval of the FY 2018 Study and Development (S&D) Program. The Program consists of projects in the Concept Development phase, which includes planning, environmental reviews and other activities that prepare projects to be considered for capital funding and possible inclusion in the Transportation Improvement Program. Eighteen projects in last year’s program graduated into this year’s draft TIP, and this year’s S&D includes 56 new projects, 45 continuing projects that are progressing to Preliminary Engineering, and eight projects reprogrammed from the FY 2016 TIP.

The Freeholder reported that, also at the October joint meeting, Central Staff updated the Committee on the development of the FY 2019 UPWP, the work program that sets the agenda of planning work and studies to be carried out by Central Staff, the subregions and the TMAs beginning next July. He said many major projects that eventually appear in the TIP – intersection redesigns, addressing road hazards, bus and rail upgrades and more – are first identified and explored through subregional or corridor studies in the work program. The UPWP also includes programs to support Complete Streets, pedestrian safety and other priorities set by

the Board. He urged all Board members to weigh in with their ideas when they receive the draft UPWP in December. Central Staff will be looking for Committee endorsement of the UPWP in February, and the Board will be asked to approve the program in March.

Freeholder Holt said the Committee was also briefed on the progress of the Alternative Fuels study, which addresses readiness to advance and accommodate the use of alternative fuel vehicles in three pilot communities – Secaucus, Woodbridge and Montclair, and Central Staff alerted them to the upcoming rehabilitation of the Route 495 Bridge over Route 1&9 in Hudson County.

The Freeholder noted that November 13 was the 90<sup>th</sup> anniversary of the opening of the Holland Tunnel.

Chairman Palmer noted the presence of former NJDOT Commissioner, Stephen Dilts and Board Alternate Freeholder Bette Jane Kowalski, Union County.

**Action Item 1: Updated Regional Transportation Plan, Plan 2045: Connecting North Jersey, and the Accompanying Air Quality Conformity Determination (Attachment 2)**

Freeholder Holt said he appreciated Freeholder Lazzaro's comments.

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

**Action Item 2: Support for Safety Performance Measure Targets Set by the New Jersey Department of Transportation (NJDOT) in Collaboration with the NJTPA and Other Metropolitan Planning Organizations in New Jersey (Attachment 3)**

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

**Action Item 3: FY 2018 Study and Development Program (Attachment 4)**

Tim Sevenser, Transit Village of Mount Tabor and member of the New Jersey Association of Railroad Passengers, referred to the Route 46, Route 80 Exit Ramp to Route 53 project listed in the S&D program. He said the funding would be better spent on restoring the 22 trains cut from the Morris County Line than on highway expansion.

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

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

As Project Prioritization Committee (PPC) Chair Estrada was participating in the meeting via telephone, PPC Vice Chair Freeholder Kathy DeFillippo gave the report. She said the Committee considered four action items at the October joint meeting. First, the Committee recommended

approval of the NJTPA's Self-Certification. She explained that the Board must self-certify the agency's planning process each time the TIP is adopted. This action confirms that the NJTPA is in compliance with all relevant federal regulations and maintains the region's eligibility to receive federal transportation funding.

Freeholder DeFillippo said the Committee also recommended approval of the FY 2018-2022 TIP, along with the accompanying Air Quality Conformity Determination. She said the new TIP consists of 312 projects and programs totaling about \$1.7 billion for road, bridge and other work overseen by the New Jersey Department of Transportation, as well as 52 NJ TRANSIT projects and programs totaling \$1.1 billion. She noted that, in keeping with long-standing NJTPA policy, the TIP emphasizes a "fix-it-first" approach, with 63 percent of funds going to preservation and improvement of existing road and transit systems, and another 19 percent for bridge repair and replacement. An addendum to the TIP consists primarily of schedule changes to Superstorm Sandy-related projects from PANYNJ and NJ TRANSIT. It also contains final minor corrections and adjustments to funding, phases of work and project descriptions.

The Freeholder said the Committee also considered the initial financial plan for the Route 206 project in Somerset County. Federal regulations require projects totaling \$100 million to \$500 million to have a financial plan in place. This plan must cover various elements, such as cost estimates, implementation plans, financing, revenue, cash flow, and public private partnerships. She said the Committee will be asked to approve annual updates to this financial plan over the course of the project.

Freeholder DeFillippo said the Committee also approved the federally required annual update of the Financial Plan for the Route 3/Route 46, Valley Road and Notch/Rifle Camp Road Interchange project in Passaic County. The 2017 plan update reflects an increase in total project cost of \$1.27 million, primarily due to the costs of right-of-way acquisitions and construction change orders. As this is an update and not an initial financial plan, no further action was required.

**Action Item 4: FY 2018 North Jersey Transportation Planning Authority Self-Certification (Attachment 5)**

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

**Action Item 5: FY 2018-2021 Transportation Improvement Program (TIP) and the Accompanying Air Quality Conformity Determination (Attachment 6)**

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

**Action Item 6: Initial Financial Plan for the Route 206 Project in Somerset County (Attachment 7)**

Mr. Sevenser said Plan 2045 calls for increased transit, and the \$500 million for the Route 206 project would be better spent investing in shuttles, bicycling facilities and other green transit alternatives. He said “endless road widening does not work.”

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

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

Freeholder DeFillippo reported that the Committee heard two presentations that focused on New Jersey’s “red hot” industrial real estate market. First, the Committee was joined by Bill Waxman, an Executive Vice President of CBRE, who noted that the national and local industrial real estate markets have been growing rapidly since 2012, with decreasing vacancy rates and companies facing 20 to 50 percent increases in real estate costs. In the NJTPA region, e-commerce and the increased flow of freight through the port are driving demand for industrial real estate, as well as the increase in companies moving from New York to New Jersey for more space, better rates, tax incentives and New Jersey’s ample and high-quality labor force. Mr. Waxman noted that the industry is seeing more pressure for a full range of industrial space, including smaller buildings, and location decisions include reviews of the drayage rates for moving containers from the Port to specific sites – the further away, the higher the rate. This factor highlights the importance of the Port for the regional industrial market.

The Freeholder said Matthew Dolly, Director of Research at TransWestern, indicated that the current regional industrial market vacancy rate is at its lowest ever, and there is 14.3 million square feet under construction, the most ever on record. Mr. Dolly said, for the seventh consecutive quarter, the average asking rent exceeded an all-time high, and rents have increased over nine consecutive quarters. He noted that Industrial is the preferred real estate investment class these days, and said that the outlook for industrial real estate sees more competition for space with growing food-fitness-and-fun facilities, and increased e-commerce operations. Mr. Dolly said Amazon is still growing and Wayfair and Blue Apron, among other e-commerce operations, have joined the mix in the region. He noted that the growth in related jobs has helped to drive the industrial market, but there is still a labor shortage there.

Also at the meeting the Committee learned that Union County is consulting the PANYNJ’s G-MAP database to map out their truck routes with an eye toward preventing truck clearance problems at bridges.

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

Freeholder Holt said discussions about national transportation policy are ongoing in Washington, and no specific long-term infrastructure plan has emerged to succeed the FAST Act. There had been some talk of tax reform legislation including the dedication of some repatriated tax revenue for infrastructure, but that measure was not ultimately included in the Tax Cuts and Jobs Act being considered in Congress. The Freeholder said this bill would eliminate the \$7,500 tax credit for electric vehicle purchases and get rid of the employer tax write-off for transit and parking

subsidies. It also would affect various provisions of public bonding that could impact how projects get funded.

Freeholder Holt reported that the House of Representatives and the Senate are considering legislation that creates a framework for the regulation of automated vehicles. In keeping with past policy for standard vehicles, both bills call for federal standards under the National Transportation Safety Administration, rather than allowing states to develop individual rules and regulations for these vehicles.

The Freeholder reported also that the U.S. Department of Transportation is considering whether to move forward with a proposed rulemaking that would require automakers to include vehicle-to-vehicle communication technology in all vehicles, but it is not yet clear if or when this rulemaking will occur.

Freeholder Holt noted that legislation recently introduced in the House of Representatives would create a pilot program aimed at improving transportation planning. Under the Transportation Access and System Connection Act, five states and ten MPOs would be selected through a competitive program to receive a significant data set from the federal government. This data would include information measuring the level of access by all transportation modes to important destinations in the state or MPO region, such as jobs, education, health care, and food sources. He said it is important to remember that these are only proposals at this point, and staff at the NJTPA and the Association of Metropolitan Planning Organizations and the National Association of Regional Councils will continue to monitor developments related to these and other policy and legislative issues.

## **D) Public Participation**

Neile Weissman, Complete George, said an increasing number of municipalities are calling for wider bicycle/pedestrian paths on the George Washington Bridge. He recommended that North Jersey emulate cities that have committed to cycling infrastructure and have reaped the economic and air quality benefits. He also recommended integrating cycling into all transportation projects.

Mr. Sevenser thanked Mr. Ritter for his responses to comments, and he complimented staff who conducted the outreach for Plan 2045. Mr. Sevenser reiterated his call for more train service. He said the nation has reached peak oil production level, and gas prices will increase.

Matthew Walsh, a transit advocate and member of the New Jersey Association of Railroad Passengers said towns like Parsippany, Morristown, Somerville and New Brunswick have become transit deserts, and commuting to jobs by transit often involves a triangular commuting pattern – having to travel to Hoboken or Newark Penn Station to get from Somerville to Morristown, for example. He suggested building a public transit network down the median strip of Route 287 and connecting 11 rail lines. He said there is precedence for the idea in operation in New Mexico, and such a system would dovetail with more Transit Oriented Development and higher property values.

Mr. Walsh expressed agreement with Freeholder Lazzaro's remarks about Sussex County, noting that the Lackawanna cutoff is now in the third year of environmental impact studies

Chairman Palmer said a monorail along a highway median is interesting idea, but the problem in New Jersey is the cost of obtaining rights-of-way. He said that is why it is so important to reserve current rights-of-way for future rail use.

The Chairman announced that that the NJTPA Board will elect new officers for two-year terms at the January meeting. He said, over the next few weeks, the Committee will confer and determine a group of candidates for the Executive Committee positions. The nominations will be announced at the January meeting and followed by a vote

The Nominating Committee will consists of:

- Chairman Palmer
- Hudson County Executive Thomas DeGise
- Freeholder John Kelly, Ocean County

The Chairman invited member interested in making a nomination to contact him or Ms. Murphy.

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

Chairman Palmer announced that the next meeting of the NJTPA will be held on Tuesday, January 16, 2018 at 10:00 a.m., at the NJTPA offices at One Newark Center, Newark, NJ.

#### **K. Adjournment**

At 11:40 a.m., motion to adjourn was made by Middlesex County, seconded by Bergen County and carried unanimously.

**NORTH JERSEY TRANSPORTATION PLANNING AUTHORITY, INC.**  
**Meeting of the Board of Trustees**  
**Attendance Record: November 13, 2017**

<b>Subregion/Agency</b>	<b>Voting Members/Alternates</b>	<b>Staff &amp; Others</b>
Bergen County	Hon. James J. Tedesco	
Essex County		David Antonio
Hudson County	Hon. Thomas DeGise Megan Massey	
Hunterdon County	Hon. Matthew Holt	
Jersey City	Hon. Marcos Vigil	Barkha Patel
Middlesex County	Hon. Charles Kenny	George Ververides Tony Gambilonghi
Monmouth County	Teri O'Connor	Joseph Ettore
Morris County	Hon. Kathy DeFillippo Gerald Rohsler	
Newark	Phillip Scott	Kimberly Singleton Uzoma Anukwe
Ocean County		
Passaic County	Hon. John Bartlett	Mike Lysicatos
Somerset County	Hon. Peter Palmer Walt Lane	Ken Wedeen
Sussex County	Hon. Carl F. Lazzaro Tom Drabic	
Union County	Hon. Angel Estrada (via phone) Hon. Bette Jane Kowalski	Liza Betz
Warren County	David Dech	
Governor's Office	Nicholas Kant	
NJDOT	Gary Brune	Eric Powers
NJ TRANSIT	Jeremy Colangelo-Bryan	
Port Authority of NY & NJ	Lou Venech	
Citizen's Representative	Jamie LeFrak Jared Rodriguez	

<b>Other Attendees</b>	
Jim Beattie	AECOM
Anna Aleynick	AECOM
Suzanne Mack	City of Bayonne
Neile Weissman	Complete George

Jack Kanarek	Dewberry
Calvin Edghill	FHWA-NJ
Janet Keiser	GF
Noreen Giblin	Gibbons PC
Bob Werkmeister	GPI
Tara Shepherd	HART TMA
Stephen Dilts	HNTB
Gina Zamiskie	HNTB
John Yakimik	L2A Land Design
Tahmina Malik	Louis Berger
Bakari Lee	McManimon, Scotland & Baumann, LLC
Tim Sevener	NJ-ARP
Matthew Walsh	NJ-ARP
Charles McManus	Stantec Consulting
Dan Callas	TransOptions
John Witsch	Union County
Kyle Winslow	WSP
Various members of Central Staff	NJTPA

**DRAFT RESOLUTION: APPROVAL OF THE UPDATED REGIONAL TRANSPORTATION PLAN, *PLAN 2045: CONNECTING NORTH JERSEY*, AND THE ACCOMPANYING AIR QUALITY CONFORMITY DETERMINATION**

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

**WHEREAS**, the NJTPA, pursuant to 23 U.S.C. 450.322, is responsible for the development of a Regional Transportation Plan (RTP) to guide the urban transportation planning process in northern New Jersey; and

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

**WHEREAS**, the current Regional Transportation Plan was adopted by the NJTPA in September of 2013; and

**WHEREAS**, this Regional Transportation Plan: *Plan 2045: Connecting North Jersey*, has addressed all federal planning requirements as set forth in 23 U.S.C. 450.322, and is fully consistent with the federal planning regulations guiding the metropolitan planning process; and

**WHEREAS**, consistent with NJTPA public participation procedures, the NJTPA has provided the public with opportunities for early input into the development of *Plan 2045: Connecting North Jersey*, and has widely distributed the draft Plan and provided opportunities for the public to review and provide comment; and

**WHEREAS**, *Plan 2045* is intended to guide the NJTPA's future planning activities and investment decisions to help achieve an intermodal transportation system that facilitates the efficient movement of people and goods; and

**WHEREAS**, the NJTPA's Regional Capital Investment Strategy (RCIS) was originally approved in 2005 and refined in subsequent Plan cycles; and

**WHEREAS**, an updated RCIS is included with *Plan 2045* as a statement of principles and guidelines for long-term advancement of different types of transportation projects in the NJTPA region; and

**WHEREAS**, *Plan 2045* has included all regionally significant transportation projects for which a regional emissions analysis is required; and

**WHEREAS**, the United States Environmental Protection Agency (USEPA), under the authority of the Clean Air Act Amendments of 1990 (CAAA), has designated the northern New Jersey region as among the areas in the United States to be in non-attainment with the National

Ambient Air Quality Standards (NAAQS) for ozone (measured by emissions of its precursors: nitrogen oxides (NO<sub>x</sub>) and volatile organic compounds (VOC)) and in maintenance for fine particulate matter (PM<sub>2.5</sub>, along with its precursor, NO<sub>x</sub>), and for carbon monoxide (CO); and

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

**WHEREAS**, the Federal Highway Administration (FHWA) and the USEPA issued an updated set of regulations in March 2015 (“Final Rule”), that prescribes the necessary emissions analysis and procedures to be performed on transportation plans and programs to determine their impact on air quality; and

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

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

**WHEREAS**, the results of the required emissions analysis of *Plan 2045: Connecting North Jersey* and the FY 2018 – 2021 TIP show that the implementation of the projects contained therein will result in emissions of VOC, NO<sub>x</sub>, and PM<sub>2.5</sub> in each analysis year that are less than the corresponding emissions budgets contained in the SIP, thus meeting the tests for the northern New Jersey maintenance and non-attainment areas; 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; and

**NOW, THEREFORE, BE IT RESOLVED**, that the North Jersey Transportation Planning Authority hereby approves *Plan 2045: Connecting North Jersey*, its appendices, and the accompanying Air Quality Conformity Determination.

**BE IT FURTHER RESOLVED** that a copy of this resolution is forwarded to the Federal Highway Administration, Federal Transit Administration, U.S. Environmental Protection Agency, New Jersey Department of Transportation, NJ TRANSIT and New Jersey Department of Environmental Protection.

**DRAFT RESOLUTION: SUPPORT FOR SAFETY PERFORMANCE MEASURE TARGETS SET BY THE NEW JERSEY DEPARTMENT OF TRANSPORTATION IN COLLABORATION WITH THE NJTPA AND OTHER METROPOLITAN PLANNING ORGANIZATIONS IN NEW JERSEY**

**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**, Title 23, Section 134 of the United States Code requires that each MPO undertake a transportation planning process that shall provide for the establishment and use of a performance-based approach to transportation decision-making to support national goals; and that each MPO shall establish performance targets that address the performance measures to use in tracking progress toward attainment of critical outcomes for the region; and

**WHEREAS**, the Federal Highway Administration (FHWA) published the final rule, (23 CFR Part 490), on the Highway Safety Improvement Program (HSIP) on April 14, 2016, requiring the New Jersey Department of Transportation (NJDOT) to develop and adopt targets assessing number of motor vehicle crash-related serious injuries and fatalities; serious injuries and fatalities per vehicle miles traveled (VMT); and number of serious injuries and fatalities of non-motorized users; and

**WHEREAS**, on May 27, 2016 the Federal Highway Administration (FHWA) issued a final rule on metropolitan planning (23 CFR 450 & 771 and 49 CFR 613), under which MPOs must adopt safety targets by February 27, 2018 and each year thereafter; and

**WHEREAS**, the final rule also requires that MPOs coordinate with NJDOT to set performance targets for the specified measures and integrate those targets into their planning documents and processes; and

**WHEREAS**, the NJTPA coordinated with NJDOT, the New Jersey Division of Highway Traffic Safety, and the other MPOs in New Jersey on analyzing trends and developing appropriate safety targets; and

**WHEREAS**, the final rule on metropolitan planning states that MPOs have the option to (1) agree to program investments in support of NJDOT's targets, or (2) set their own quantifiable targets; 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; and

**NOW, THEREFORE, BE IT RESOLVED**, that the NJTPA hereby supports the statewide targets for each of the safety performance measures set by NJDOT from the National Performance Management Measures: Highway Safety Improvement Program (HSIP); Final Rule (23 CFR 490); and

**BE IT FURTHER RESOLVED**, that the NJTPA will program investments that support the achievement of the performance targets in support of the NJDOT HSIP; and

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

**DRAFT RESOLUTION: APPROVAL OF THE FY 2018 STUDY AND DEVELOPMENT PROGRAM**

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

**WHEREAS**, the NJTPA, as part of its responsibility to establish regional investment priorities, has worked cooperatively with its member agencies in the development of NJTPA's Regional Transportation Plan (RTP); and

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

**WHEREAS**, in order to develop these strategies into candidate projects for the Transportation Improvement Program (TIP), the New Jersey Department of Transportation (NJDOT), NJ TRANSIT and other sponsoring agencies must conduct Concept Development and Project Development work; and

**WHEREAS**, the FY 2018 S&D Program has been developed through a cooperative planning effort based on regional priorities and subregional involvement emanating from the RTP; and

**WHEREAS**, the NJTPA, NJDOT and NJ TRANSIT will work cooperatively to monitor the progress of all S&D projects contained in the program to ensure that these future candidates for the TIP are proceeding expeditiously; and

**WHEREAS**, the NJTPA pursuant to 23 U.S.C. 104 (f) et. seq. and 49 U.S.C. 1607 et. seq. is responsible for the development of the Unified Planning Work Program (UPWP) to guide the transportation planning process in northern New Jersey; and

**WHEREAS**, these Concept Development and Project Development work activities anticipated for FY 2018 are included in the attached Study and Development (S&D) Program, which is included as Volume V of the UPWP; and

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

**WHEREAS**, the FY 2018 UPWP was approved by the NJTPA on March 13, 2017; and

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

**NOW, THEREFORE, BE IT RESOLVED** that the North Jersey Transportation Planning Authority hereby approves the attached FY 2018 S&D Program.

**BE IT FURTHER RESOLVED** that the attached S&D Program be included in the FY 2018 UPWP as Volume V (“FY 2018 Study and Development Program for the New Jersey Department of Transportation and NJ TRANSIT”).

**BE IT FURTHER RESOLVED** that additions, deletions or any significant changes to the attached FY 2018 S&D Program require action of the NJTPA Board of Trustees.

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

**BE IT FURTHER RESOLVED** that a copy of this resolution and attached document be forwarded to the New Jersey Department of Transportation and NJ TRANSIT for submission to the Federal Highway Administration and Federal Transit Administration.

**DRAFT RESOLUTION: APPROVAL OF FY 2018 NORTH JERSEY  
TRANSPORTATION PLANNING AUTHORITY SELF-  
CERTIFICATION**

**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 Metropolitan Transportation Planning Process in the NJTPA region is being carried out in conformity with all the requirements as set forth in the Moving Ahead for Progress in the 21<sup>st</sup> Century Act (MAP-21) and the Fixing America's Surface Transportation Act (FAST Act); and

**WHEREAS**, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) issued the final Metropolitan Planning regulations effective June 27, 2016 amending 23 CFR 450 and 49 CFR 613 to incorporate revisions to the Metropolitan Transportation Planning Process; and

**WHEREAS**, the regulations call for a self-certification process to be established by States and MPOs; and

**WHEREAS**, 23 CFR part 450.334 specifies that concurrent with submittal of the proposed TIP to USDOT as part of the STIP approval, MPOs shall certify that the metropolitan planning process is being carried out in accordance with all applicable requirements; and

**WHEREAS**, the NJTPA planning process is being conducted in accordance with all applicable requirements of:

- 23 U.S.C. 134 and 49 U.S.C. 5303-5306, which require a continuing, cooperative, and comprehensive transportation planning process that results in plans and programs that consider all transportation modes and supports community development and social goals;
- Sections 174 and 176(c) and (d) of the Clean Air Act (42 U.S.C. 7504, 7506(c) and (d)), and 40 CFR part 93, which require that implementation plans in metropolitan areas be in conformance with the requirements of the Clean Air Act Amendments, and require that the MPO not approve any project, program, or plan which does not conform to the aforementioned implementation plan; and
- Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000 d-1), 49 CFR part 21, and 23 CFR part 230, and the Title VI assurance executed by the State under 23 U.S.C. 324 and 29 U.S.C. 794;

- 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex or age;
- Section 1101(b) of the FAST Act (Pub. L. 114-94) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
- Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and U.S. DOT regulations “Transportation for Individuals with Disabilities” (49 CFR parts 27, 37, and 38);
- Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- Section 324 of title 23, U.S.C., regarding the prohibition of discrimination based on gender;
- Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 35 regarding discrimination against individuals with disabilities;
- The provisions of 49 CFR part 20 regarding restrictions on influencing certain Federal activities;
- All other applicable provisions of Federal Law; and

**WHEREAS**, the Congestion Management Process requirements for non-attainment Transportation Management Areas have been met; and

**WHEREAS**, the Transportation Improvement Program has been fiscally constrained as required by Section 450.324(h) of the Planning Regulations; and

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

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

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

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

**WHEREAS**, the Metropolitan Transportation Planning Process in the NJTPA region covers, as a minimum, the urbanized area and the area likely to be urbanized in the period covered by the RTP; and

**WHEREAS**, the responsibilities and procedures for carrying out a cooperative process have been identified in detail in the NJTPA UPWP, which incorporates planning activities to be undertaken by local governmental units, Transportation Management Associations, the New Jersey Department of Transportation (NJDOT), NJ TRANSIT and the Port Authority of New York and New Jersey (PANYNJ); and

**WHEREAS**, all NJTPA member agencies NJDOT, NJ TRANSIT, PANYNJ, and the subregions have endorsed and agreed to the conduct of such activities as listed in the UPWP; 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 certifies that the requirements listed herein which govern the Metropolitan Transportation Planning Process in northern New Jersey are met in accordance with all the applicable Federal requirements.

**BE IT FURTHER RESOLVED**, that copies of this resolution be forwarded to the New Jersey Department of Transportation, NJ TRANSIT and the New Jersey Department of Environmental Protection for official submission to the Federal Highway Administration, Federal Transit Administration and Environmental Protection Agency.

**DRAFT RESOLUTION: APPROVAL OF THE FY 2018 – FY 2021  
TRANSPORTATION IMPROVEMENT PROGRAM AND  
THE ACCOMPANYING AIR QUALITY CONFORMITY  
DETERMINATION**

**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**, citizens, private transportation providers and all interested parties have had an opportunity to participate and have their views considered in the development and adoption of the Transportation Improvement Program (TIP); and

**WHEREAS**, this four-year TIP was developed based on the requirements as set forth in the Fixing Americas Surface Transportation (FAST) Act and other relevant federal legislation and regulations; and

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

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

**WHEREAS**, the projects contained in the FY 2018 – 2021 TIP represent the region's priorities as set forth in the Regional Transportation Plan (RTP) for northern New Jersey; and

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

**WHEREAS**, the NJTPA has incorporated air quality activities, as set forth in the Clean Air Act Amendments of 1990 (CAAA), into the ongoing planning process from which this TIP was developed; and

**WHEREAS**, the U.S. Environmental Protection Agency (USEPA), under the authority of the CAAA, has designated the northern New Jersey region as among the areas in the United States to be in non-attainment with the National Ambient Air Quality Standards (NAAQS) for ozone (measured by emissions of its precursors: nitrogen oxides (NO<sub>x</sub>) and volatile organic compounds (VOCs)), in maintenance for fine particulate matter (PM<sub>2.5</sub>), and in maintenance for carbon monoxide (CO); and

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

**WHEREAS**, the Federal Highway Administration (FHWA) and the USEPA issued an updated set of regulations in March 2017, known as the “Final Rule”, that prescribes the necessary emissions analysis and procedures to be performed on transportation plans and programs to determine their impact on air quality; and

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

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

**WHEREAS**, the results of the required emissions analysis of Plan 2045 and the FY 2018 – 2021 TIP show that the implementation of the projects contained therein will result in emissions of VOCs, NO<sub>x</sub>, and PM<sub>2.5</sub> in each analysis year that are less than the corresponding emissions budgets contained in the SIP, thus meeting the tests for the northern New Jersey non-attainment and maintenance areas; 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 FY 2018 – 2021 Transportation Improvement Program and the accompanying Air Quality Conformity Determination.

**BE IT FURTHER RESOLVED** that copies of this resolution be forwarded to the New Jersey Department of Transportation, NJ TRANSIT and New Jersey Department of Environmental Protection for submission to the Federal Highway Administration, Federal Transit Administration and U.S. Environmental Protection Agency.

**DRAFT RESOLUTION:        APPROVAL OF THE INITIAL FINANCIAL PLAN FOR  
THE ROUTE 206 PROJECT IN SOMERSET COUNTY**

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

**WHEREAS**, under federal law, recipients of federal financial assistance for projects with a total cost between \$100 million and \$500 million are required to prepare a financial plan; and

**WHEREAS**, a Financial Plan addresses the following elements:

- Cost Estimate: The total cost and cost-to-complete for major project elements are presented in year of expenditure dollars.
- Implementation Plan: The project schedule is presented and the cost-to-complete is presented in annual increments in year of expenditure dollars.
- Financing and Revenues: Presented by funding source as annual elements available for project obligations.
- Cash Flow: An annualized presentation of cash income and outgo to illustrate how periodic bills will be paid.
- Risk Identification and Mitigation Factors: Identification of the likelihood of issues affecting project completion and sufficiency of revenues – such as cost escalation, construction schedules, and dependencies on future legislation – and strategies and actions to address these risks.
- Phasing Plan: Identification of fundable improvements that will address the short-term purpose and need of the project in the event there are insufficient financial resources to complete the entire project.
- Public Private Partnership (P3): Assessment of appropriateness of a P3 to deliver the project; and

**WHEREAS**, in addition to the financial plan, annual updates are required in order to provide information on actual cost, expenditure and revenue performance; and

**WHEREAS**, the Route 206 Project in Somerset County (DB# 779, DB# 780A, DB# 780B) involves a new roadway alignment/bypass from the vicinity of the existing Route 206 over Pike Run (south of Mountain View Road), to Doctors Way in Hillsborough Township, and a widening of the existing Route 206 between Doctors Way and the Somerville Circle in Hillsborough Township, Somerville Borough and Raritan Borough, in Somerset County; and

**WHEREAS**, the New Jersey Department of Transportation has submitted an Initial Financial Plan for the Route 206 Project in Somerset County, with total costs of approximately \$438.4 million; and

**WHEREAS**, NJTPA Central Staff has reviewed the Initial Financial Plan and has found the seven elements listed above to be consistent with federal guidance; and

**WHEREAS**, NJTPA Central Staff has reviewed the Initial Financial Plan and has found the project to be consistent with the fiscal constraint requirements of the Regional Transportation Plan, the FY 2016 – FY 2019 TIP as revised, and the Draft FY 2018 – 2021 TIP; 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 Route 206 Project in Somerset County Initial Financial Plan.

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

Attachment G.1.  
January 22, 2018

**DRAFT RESOLUTION: APPROVAL OF THE FY 2017-2018 LOCAL SAFETY AND HIGH RISK RURAL ROADS PROGRAMS**

**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 Local Safety and High Risk Rural Roads Programs provide federal Highway Safety Improvement Program (HSIP) funding for the construction of safety improvements on county and local roads; and

**WHEREAS**, the Local Safety Program (LSP) funds are used to address safety problems at locations with demonstrated safety needs and supportive crash data and proposed countermeasures that will result in specific safety improvements; and

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

**WHEREAS**, all fifteen member subregions received a solicitation notification on June 9, 2016 inviting them to submit applications for the FY 2017-2018 program; and

**WHEREAS**, fourteen applications were received and reviewed by a Technical Review Committee comprised of Central Staff and staff members from the New Jersey Department of Transportation's Local Aid Bureau of Transportation Data and Safety, Local Aid and Bureau of Environmental Programmatic Resources.

**WHEREAS**, the technical review committee recommends twelve applications for the LSP be included in the program to pursue construction authorizations in FY 2019 and 2020; and

**WHEREAS**, the technical review committee recommends one HRRR application to be included in the program and pursuing construction authorization FY 2020; and

**WHEREAS**, the technical review committee recommends one LSP application to advance through Concept Development for further analysis; and

**WHEREAS**, HSIP funding will once again be made available for design assistance, construction and construction inspection; 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; and

**NOW, THEREFORE, BE IT RESOLVED**, that the North Jersey Transportation Planning Authority hereby approves the FY 2017-2018 Local Safety Program and High Risk Rural Roads Program (see the attachment for a list of projects); and

**BE IT FURTHER RESOLVED** that a copy of this resolution is forwarded to the New Jersey Department of Transportation (NJDOT) for submission to the Federal Highway Administration (FHWA) and to the Subregions for both programs; and

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

## Summary of Action

### Approval of the FY 2017-2018 Local Safety and High Risk Rural Roads Programs

**Action:** Approval of the FY 2017-2018 Local Safety Program and High Risk Rural Roads Program

**Background:** The NJTPA has provided Highway Safety Improvement Program (HSIP) funds to address documented safety problems within its region through the Local Safety and High Risk Rural Roads Programs since 2005. The Fixing America's Surface Transportation (FAST) Act continues to provide HSIP funding for such projects. Funding is available for design assistance, construction and construction inspection.

The Local Safety Program provides federal funds for the construction of safety improvements on county and local roads. Improvements must address identified safety needs. Criteria for project selection includes demonstrating supportive crash data, addressing high priority safety needs, providing recognized safety benefits and progressing through the project design and approval process sufficiently enough to be able to meet federal funding authorization for construction.

The High Risk Rural Roads Program provides federal funds for the construction of safety improvements on county and local rural roadways. To be eligible, a roadway must be functionally classified as a rural major collector, rural minor collector or rural local road with a crash rate that exceeds the NJTPA region's average for those functional classes of roadways.

Thirteen applications were received for the Local Safety program and one for the High Risk Rural Roads program. The applications were reviewed by a Technical Review Committee made up of NJTPA Central Staff and representatives of the New Jersey Department of Transportation's bureaus of Transportation Data and Safety, Local Aid and Environmental Programmatic Resources. Twelve applications totaling approximately \$47.85 million are being recommended for the upcoming Local Safety Program. One project totaling approximately \$2.97 million is being recommended for the High Risk Rural Roads Program. The review committee has recommended that one Local Safety Program application undergo further analysis through the Concept Development.

Details on the projects, including sponsors, locations and estimated costs can be seen on the attached sheet.

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

### FY 2017-2018 LOCAL SAFETY AND HIGH RISK RURAL ROADS PROGRAMS

Local Safety Program										
Sponsor	Municipality	Project Name and Location	Project Description	Design Assistance	Construction Inspection	Estimated Construction Cost	Estimated Design Cost	Estimated Construction Inspection Cost	Total Cost	
1	Passaic County	City of Clifton	Allwood Road (CR 602) and Clifton Avenue (SR 161)	Corridor: Improvements to an existing roundabout at Bloomfield Avenue; Road Diet between Hepburn Road and Passaic Avenue	Yes	Yes	\$ 1,930,000	\$ 482,500	\$ 250,900	\$ 2,663,400
2	Passaic County	City of Paterson	Market Street (CR 648) from Spruce Street to Madison Avenue	Corridor: Curb bump-outs, Pedestrian countdown signals, Pedestrian refuge islands, Road-width reduction, Reconstruction of intersection with Park Avenue/Crosby Place including extended green space	Yes	Yes	\$ 2,580,000	\$ 645,000	\$ 335,400	\$ 3,560,400
3	Jersey City	Jersey City	West Side Avenue from Grant Avenue to Duncan Avenue	23 Intersections: Curb bump-outs, Pedestrian countdown signals, High visibility crosswalks, Signal backplates, pedestrian-scale lighting	Yes	Yes	\$ 2,770,000	\$ 692,500	\$ 360,100	\$ 3,822,600
4	Jersey City	Jersey City	Sip Avenue from Truck Rt. 1/9 to Bergen Avenue	13 Intersections: Align left-turn bays, Curb bump-outs, high visibility crosswalks, signal backplates, pedestrian-scale lighting	Yes	Yes	\$ 1,890,000	\$ 472,500	\$ 245,700	\$ 2,608,200
5	Ocean County	Lakewood Township	Cedar Bridge Avenue (CR 528) from Dr. MLK Drive to Vine Avenue	Corridor: Dedicated left-turn lanes, traffic signal upgrades, center median, pedestrian refuge islands, high visibility crosswalks	No	Yes	\$ 1,440,059	\$ -	\$ 187,208	\$ 1,627,267
6	Middlesex County	Borough of Metuchen	Main Street (CR 531) from Talmadge Avenue to Brunswick Avenue	Corridor: Overheight vehicle detector, new traffic signal, traffic signal upgrade, pedestrian flashing beacon, high visibility crosswalks	Yes	Yes	\$ 6,750,000	\$ 1,687,500	\$ 877,500	\$ 9,315,000
7	Hudson County	Hoboken, Weehawken, West New York, Guttenberg, North Bergen, Jersey City	Park Avenue (CR 677), JFK Boulevard East (CR 505 and CR 693) and JFK Blvd (CR 501)	3 Corridors: replace traffic signal heads (8" to 12"), upgrade ped. push button assemblies; 2 new traffic signals	Yes	Yes	\$ 2,565,000	\$ 641,250	\$ 333,450	\$ 3,539,700
8	Somerset County	Township of Franklin	Easton Avenue (CR 527) at Demott Lane	Corridor and 1 intersection: ADA compliant sidewalks and curb ramps, traffic signal upgrades, retroreflective backplates, high visibility crosswalks, crash cushions, guiderail upgrades	Yes	No	\$ 1,437,000	\$ 359,250	\$ -	\$ 1,796,250
9	Union County	City of Plainfield	East Front Street, East and West 7th Street	5 Intersections: upgrade pedestrian signal heads, upgrade traffic signal heads, upgrade crosswalks, pedestrian scale lighting evaluation	Yes	Yes	\$ 2,115,000	\$ 528,750	\$ 274,950	\$ 2,918,700
10	Essex County	Township of Montclair, City of Orange, City of East Orange, City of Newark	Bloomfield Avenue (CR 506) and Park Avenue (CR 658) Corridors	21 Intersections: curb extensions, pedestrian refuge island, dedicated left-turn lanes, replace traffic signal heads (8" to 12"), pedestrian countdown signals, 1 new traffic signal	No	Yes	\$ 8,570,840	\$ -	\$ 1,114,209	\$ 9,685,049
11	Essex County	Township of Belleville, Township of Bloomfield, City of Newark, Township of Maplewood	Safety Improvements at 11 Intersections	11 Intersections: curb extensions, pedestrian refuge island, dedicated left-turn lanes, replace traffic signal heads (8" to 12"), pedestrian countdown signals, 3 new traffic signals	No	Yes	\$ 4,503,544	\$ -	\$ 585,461	\$ 5,089,005
12	Monmouth County	Township of Holmdel	Holmdel Road (CR 40) at N. Beers Street/Crape Myrtle Drive Intersection	1 intersection: Modern roundabout (Option 1) or new traffic signal (Option 2)	Yes	Yes	\$ 887,271	\$ 221,818	\$ 115,345	\$ 1,224,434
						\$ 37,438,714	\$ 5,731,068	\$ 4,680,223	\$ 47,850,005	

High Risk Rural Roads Program										
Sponsor	Municipality	Project Name and Location	Project Description	Design Assistance	Construction Inspection	Estimated Construction Cost	Estimated Design Cost	Estimated Construction Inspection Cost	Total Cost	
13	Monmouth County	Township of Upper Freehold	Stage Coach Road (CR 524) - Phase III	Corridor: HFST, Centerline rumble strips, Safety edge, raised pavement markers, chevrons and sign upgrades, breakaway roadside fixtures	Yes	Yes	\$ 2,150,000	\$ 537,500	\$ 279,500	\$ 2,967,000
						\$ 2,150,000	\$ 537,500	\$ 279,500	\$ 2,967,000	
						\$ 39,588,714	\$ 6,268,568	\$ 4,959,723	\$ 50,817,005	

Local Concept Development					
Sponsor	Municipality	Project Name and Location	Project Description	Concept Development Phase	
1	Hudson County	Jersey City	Improvements to JFK Kennedy Boulevard from Pavonia Avenue to St. Paul's Avenue	Corridor: curb extensions, lead pedestrian interval phasing, high visibility crosswalks, rumble strips, replace traffic signal heads (8" to 12"), retroreflective backplates, lighting study, speed study, evaluation of lane configurations	\$ 500,000

Attachment G.2.

January 22, 2018

**DRAFT RESOLUTION: APPROVAL OF A MINOR AMENDMENT TO THE  
FY 2018 – 2021 TRANSPORTATION IMPROVEMENT  
PROGRAM TO ADD FEDERAL FUNDS FOR THE BRIDGE  
MAINTENANCE FENDER REPLACEMENT PROGRAM  
AS REQUESTED BY NJDOT**

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

**WHEREAS**, the NJTPA formally adopted the FY 2018 – 2021 Transportation Improvement Program (TIP) on November 13, 2017; and

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

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

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

**WHEREAS**, NJDOT is requesting the addition of federal National Highway Performance Program (NHPP) funds to the Bridge Maintenance Fender Replacement program (DB# 17357) for contracts in the NJTPA region; and

**WHEREAS**, fiscal constraint is being maintained according to the fiscal constraint charts; and

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

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

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

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

**NOW, THEREFORE, BE IT RESOLVED**, that the North Jersey Transportation Planning Authority hereby approves the specified amendment to the FY 2018 – 2021 Transportation Improvement Program.

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

## Summary of Action

### **Approval of Minor Amendment to the FY 2018 - 2021 Transportation Improvement Program To Add Federal Funds for the Bridge Maintenance Fender Replacement Program As Requested by NJDOT**

**Action:** In order to advance the following program, NJDOT has requested amending the FY 2018 – 2021 TIP to program additional federal funds into FY 2018.

**Background:** According to the *TIP Memorandum of Understanding*, when federal funds are added to a project or program above the specified threshold, action is required by the NJTPA Project Prioritization Committee and the NJTPA Board of Trustees. This amendment is for the addition of \$43 million that will fund two contracts in the NJTPA region through the Bridge Fender Replacement program (DB# 17357). This ongoing program replaces bridge fenders and pier protection systems that are in poor or critical condition. An efficient physical protection system is critical for the safe operation of bridges and vessels and is required by the federal government. The specific projects are as follows:

#### Maintenance Bridge Fender Replacement Contract 2017-3

Estimated Construction/Engineering cost (in NJTPA region): \$27 million in federal National Highway Performance Program funds, for the following projects:

- US-1&9T over Passaic River (Newark & Kearny, Essex & Hudson)
- US-1&9T over Hackensack River (Kearny & Jersey City, Hudson)
- NJ-3EB over Hackensack River (East Rutherford & Secaucus, Bergen & Hudson)
- NJ-3WB over Hackensack River (East Rutherford & Secaucus, Bergen & Hudson)
- US-46 over Hackensack River (Little Ferry & Ridgefield Park, Bergen)

#### Maintenance Bridge Fender Replacement Contract 2017-2

Estimated Construction/Engineering cost (in NJTPA): \$16 million in federal NHPP funds for the following projects:

- NJ-35 over Matawan Creek (Aberdeen, Monmouth)
- NJ-35 over Cheesequake Creek (Old Bridge & Sayreville, Middlesex)

#### **Minor Amendment:**

- **Bridge Maintenance Fender Replacement, DB# 17357**  
NJDOT has requested the addition of \$44 million to fund the two contracts listed above, both of which are in the NJTPA region. Funds are available for this purpose from four sources:
  - Bridge Maintenance Scour Countermeasures Program (DB# 17358)
  - Prior year de-obligated balances,
  - Obligation authority transferred from prior years, and
  - Funding shifts between interchangeable federal sources

The attached fiscal constraints charts provide further details.

**Justification for Action:** Approval of this minor amendment to the FY 2018 – 2021 TIP will allow the funds to be secured and the program to advance.

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

**NJTPA**

**Transportation Improvement Program Fiscal Years 2018 - 2021**

**Routes:** Mileposts: DBNUM: 17357  
**Name:** Bridge Maintenance Fender Replacement

This is an ongoing program to replace bridge fender and pier protection system elements that are in poor and critical condition. Fender systems and waterways are regulated by the U.S. Coast Guard and are required to be maintained in good working condition by the Code of Federal Regulations.

**Counties:** Various **Municipalities:** Various  
**RCIS Category:** Bridges  
**Sponsor:** NJDOT **Est. Total Project Cost: (Million) \$131.00**

**TIP:**

FY 2018 - 2021 TIP Cost: (Million) \$36.000

Unconstrained  
Year

MPO	PHASE	SOURCE	2018	2019	2020	2021	2022-2027
Statewide	ERC	NHPP	\$5.000	\$5.000	\$5.000	\$5.000	\$30.000
Statewide	ERC	STP	\$4.000	\$4.000	\$4.000	\$4.000	\$24.000
			\$9.000	\$9.000	\$9.000	\$9.000	\$54.000

*Pending*

FY 2018 - 2021 TIP Cost: (Million) \$77.000

Unconstrained  
Year

MPO	PHASE	SOURCE	2018	2019	2020	2021	2022-2027
Statewide	ERC	NHPP	\$5.000	\$5.000	\$5.000	\$5.000	\$30.000
Statewide	ERC	STP	\$1.000	\$4.000	\$4.000	\$4.000	\$24.000
NJTPA	ERC	NHPP	\$44.000				
			\$50.000	\$9.000	\$9.000	\$9.000	\$54.000

**NJTPA**

**Transportation Improvement Program Fiscal Years 2018 - 2021**

**Routes:** Mileposts: DBNUM: 17358  
**Name:** Bridge Maintenance Scour Countermeasures

This is an ongoing program to proactively install scour countermeasures on the worst scour critical bridges. Scour countermeasures will protect bridges from storms and flooding events which can undermine their substructures.

**Counties:** Various **Municipalities:**  
**RCIS Category:** Bridges  
**Sponsor:** NJDOT **Est. Total Project Cost: (Million) \$0.00**

**TIP:**

**FY 2018 - 2021 TIP Cost: (Million) \$36.000**

**Unconstrained  
Year**

MPO	PHASE	SOURCE	2018	2019	2020	2021	2022-2027
Statewide	ERC	NHPP	\$5.000	\$5.000	\$5.000	\$5.000	\$30.000
Statewide	ERC	STP	\$4.000	\$4.000	\$4.000	\$4.000	\$24.000
			\$9.000	\$9.000	\$9.000	\$9.000	\$54.000

*Pending*

**FY 2018 - 2021 TIP Cost: (Million) \$30.000**

**Unconstrained  
Year**

MPO	PHASE	SOURCE	2018	2019	2020	2021	2022-2027
Statewide	ERC	NHPP	\$2.000	\$5.000	\$5.000	\$5.000	\$30.000
Statewide	ERC	STP	\$1.000	\$4.000	\$4.000	\$4.000	\$24.000
			\$3.000	\$9.000	\$9.000	\$9.000	\$54.000

FISCAL CONSTRAINT BANK BEFORE MODIFICATIONS										
FUNDING CODE	FUNDING CATEGORY				FFY 18	FFY 19	FFY 20	FFY 21	FFY 18-21	
NET- FEDERAL					0.000	0.000	0.000	0.000	0.000	
PROJECT MODIFICATIONS										
PROJECT NAME	DB#	PHASE	FUND	COUNTY	FFY 18	FFY 19	FFY 20	FFY 21	FFY 18-21	
Bridge Maintenance Fender Replacement	17357	BEFORE		Various	4.000	4.000	4.000	4.000	16.000	
		ERC	STP		(3.000)	0.000	0.000	0.000	(3.000)	
		AFTER			1.000	4.000	4.000	4.000	13.000	
Bridge Maintenance Scour Countermeasures	17358	BEFORE		Various	5.000	5.000	5.000	5.000	20.000	
		ERC	NHPP		(3.000)	0.000	0.000	0.000	(3.000)	
		AFTER			2.000	5.000	5.000	5.000	17.000	
Bridge Maintenance Scour Countermeasures	17358	BEFORE		Various	4.000	4.000	4.000	4.000	16.000	
		ERC	STP		(3.000)	0.000	0.000	0.000	(3.000)	
		AFTER			1.000	4.000	4.000	4.000	13.000	
Resources For NJTPA Bridge Maintenance Fender Replacement	N/A	BEFORE		Various	0.000	0.000	0.000	0.000	0.000	
		ERC	NHPP		9.000	0.000	0.000	0.000	9.000	
		AFTER			9.000	0.000	0.000	0.000	9.000	
<b>Total</b>					<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	
FISCAL CONSTRAINT BANK AFTER MODIFICATIONS										
					FFY 18	FFY 19	FFY 20	FFY 21	FFY 18-21	
NET- FEDERAL					0.000	0.000	0.000	0.000	0.000	
<p>... the net result for the first fiscal year must be that the Fiscal Constraint Bank has a zero or positive balance and that the net result for the constrained TIP/STIP period must also be a zero or positive balance. This will allow for temporary imbalances in the second, third, and fourth years, but will still maintain the overall Fiscal Constraint of the TIP/STIP. (MOU - Section C, Subsection 2, Paragraph 2)</p>										

FISCAL CONSTRAINT BANK BEFORE MODIFICATIONS									
FUNDING CODE	FUNDING CATEGORY				FFY 18	FFY 19	FFY 20	FFY 21	FFY 18-21
<b>NET- FEDERAL</b>					<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>
PROJECT MODIFICATIONS									
PROJECT NAME	DB#	PHASE	FUND	COUNTY	FFY 18	FFY 19	FFY 20	FFY 21	FFY 18-21
Bridge Maintenance Fender Replacement	17357	BEFORE		Various	0.000	0.000	0.000	0.000	0.000
		ERC	NHPP		43.000	0.000	0.000	0.000	43.000
		AFTER			43.000	0.000	0.000	0.000	43.000
Resources From STATEWIDE FCC #1	N/A	BEFORE		Various	9.000	0.000	0.000	0.000	9.000
		ERC	NHPP		(9.000)	0.000	0.000	0.000	(9.000)
		AFTER			0.000	0.000	0.000	0.000	0.000
Additional Obligation Authority From Prior Year Transfer	N/A	BEFORE		Various	25.000	0.000	0.000	0.000	25.000
		ERC	NHPP		(25.000)	0.000	0.000	0.000	(25.000)
		AFTER			0.000	0.000	0.000	0.000	0.000
Resources From Prior Year Deobligated Balances	N/A	BEFORE		Various	9.000	0.000	0.000	0.000	9.000
		ERC	NHPP		(9.000)	0.000	0.000	0.000	(9.000)
		AFTER			0.000	0.000	0.000	0.000	0.000
<b>Total</b>					<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>
FISCAL CONSTRAINT BANK AFTER MODIFICATIONS									
<b>NET- FEDERAL</b>					<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>
<i>... the net result for the first fiscal year must be that the Fiscal Constraint Bank has a zero or positive balance and that the net result for the constrained TIP/STIP period must also be a zero or positive balance. This will allow for temporary imbalances in the second, third, and fourth years, but will still maintain the overall Fiscal Constraint of the TIP/STIP. (MOU - Section C, Subsection 2, Paragraph 2)</i>									

**PROJECT: Bridge Maintenance Fender Replacement**

**DBNUM:** 17357

**TYPE OF PROJECT CHANGE:** Cost Increase

**ACTION TAKEN:** Adds \$44M of NHPP funding to NJTPA portion of Bridge Maintenance Fender Replacement program in FFY 2018

**REASON FOR CHANGE:** Two Maintenance Bridge Fender Replacement Contracts will be authorized in FFY 2018 using this program, therefore this program requires an amendment to increase funding.

The breakdown of the funding for the Maintenance Bridge Fender Replacement Contracts will be as follows:

DP 17455 – Maintenance Bridge Fender Replacement Contract 2017-3

Estimated CE cost (in NJTPA): \$27 million

100% NHPP

US-1&9T over Passaic River (Newark & Kearny, Essex & Hudson)

US-1&9T over Hackensack River (Kearny & Jersey City, Hudson)

NJ-3EB over Hackensack River (East Rutherford & Secaucus, Bergen & Hudson)

NJ-3WB over Hackensack River (East Rutherford & Secaucus, Bergen & Hudson)

US-46 over Hackensack River (Little Ferry & Ridgefield Park, Bergen)

DP 17454 – Maintenance Bridge Fender Replacement Contract 2017-2

Estimated CE cost (in NJTPA): \$16 million

100% NHPP

NJ-35 over Matawan Creek (Aberdeen, Monmouth)

NJ-35 over Cheesequake Creek (Old Bridge & Sayreville, Middlesex)

Total CE Cost: \$43M

**MPO ACTION REQUIRED:** Amendment

**FISCAL CONSTRAINT:** SEE STATEWIDE FY 18-27 FC Chart #1 and NJTPA FY 18-27 FC Chart #1

**Bridge Maintenance Fender Replacement (BEFORE)**

MPO	PHASE	FUND	FY 2018	FY 2019	FY 2020	FY 2021
STATEWIDE	ERC	NHPP	\$5.0M	\$5.0M	\$5.0M	\$5.0M
STATEWIDE	ERC	STP	\$4.0M	\$4.0M	\$4.0M	\$4.0M

**Bridge Maintenance Fender Replacement (AFTER)**

MPO	PHASE	FUND	FY 2018	FY 2019	FY 2020	FY 2021
STATEWIDE	ERC	NHPP	\$5.0M	\$5.0M	\$5.0M	\$5.0M
STATEWIDE	ERC	STP	\$1.0M	\$4.0M	\$4.0M	\$4.0M
NJTPA	ERC	NHPP	\$44.0M			

Attachment G.3.  
January 22, 2018

**DRAFT RESOLUTION: APPROVAL OF A MINOR AMENDMENT TO THE  
FY 2018 – 2021 TRANSPORTATION IMPROVEMENT  
PROGRAM TO ADD THE ROUTE 280, ROUTE 21  
INTERCHANGE IMPROVEMENTS PROJECT AS  
REQUESTED BY NJDOT**

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

**WHEREAS**, the NJTPA formally adopted the FY 2018 – 2021 Transportation Improvement Program (TIP) on November 13, 2017; and

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

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

**WHEREAS**, according to the MOU the addition of a federally funded project not listed in the current TIP constitutes a minor amendment; and

**WHEREAS**, NJDOT is requesting that the Route 280, Route 21 Interchange Improvements project (DB# 00314) be added to the TIP and funded through federal National Highway Performance Program (NHPP) funds and repurposed DEMO funds; and

**WHEREAS**, fiscal constraint is being maintained according to the fiscal constraint charts; and

**WHEREAS**, the project was not able to be fully authorized in FY 2017; and

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

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

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

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

expiration of the review period the Governor shall approve same, in which case the action shall become effective upon such approval.

**NOW, THEREFORE, BE IT RESOLVED**, that the North Jersey Transportation Planning Authority hereby approves the specified amendment to the FY 2018 – 2021 Transportation Improvement Program.

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

## Summary of Action

### Approval of a Minor Amendment to the FY 2018 - 2021 Transportation Improvement Program to Add the Route 280, Route 21 Interchange Improvements Project as Requested by NJDOT

**Action:** In order to advance the following project, NJDOT has requested amending the FY 2018 – 2021 TIP to include the project and program additional federal funds into FY 2018.

**Background:** According to the *TIP Memorandum of Understanding* when a federally funded project is added to the current TIP action is required by the NJTPA Project Prioritization Committee and the NJTPA Board of Trustees. This amendment is for the addition of \$12.217 million of repurposed DEMO funds and \$3.902 million of National Highway Performance Program (NHPP) funds from prior year de-obligated balances to the Route 280, Route 21 Interchange Improvements project (DB# 00314). The project was not able to be fully authorized in FY 2017 as was planned, and therefore it must be amended into the FY 2018 TIP/STIP in order to advance scheduled construction. There is no change of scope to the project and no change to the Financial Plan.

#### **Minor Amendment:**

- **Route 280, Route 21 Interchange Improvements, City of Newark, Essex County, Hudson County DB# 00314**  
This project is fully funded with repurposed DEMO funds made available through the Consolidated Appropriations Act of FY 2016 in combination with available NHPP funds. The project is ready to be authorized for construction in FFY 2018. (FFY 2018: \$12.217 million in DEMO-R and \$3.902 million in NHPP)

The attached fiscal constraint chart provides further details.

**Justification for Action:** Approval of this minor amendment to the FY 2018 – 2021 TIP will allow the funds to be secured and the project to advance.

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

PENDING ACTION

# NJTPA

## Transportation Improvement Program Fiscal Years 2018 - 2021

**Routes:** 280 / 21

**Mileposts:** 13.80 - 15.20

**DBNUM:** 00314

**Name:** Route 280, Route 21 Interchange Improvements

Initiated by the Bridge Management System, this project includes replacement/rehabilitation of six structures within the project limits, and reconfiguration of the interchange to provide full movements and consolidate entrance points.

**Counties:** Essex Hudson

**Municipalities:** Newark City Harrison Town

**Project Type:** Congestion Relief

**RCIS Category:** Bridges

**Sponsor:** NJDOT

**Est. Total Project Cost: (Million) \$150.211**

**TIP:**

*PENDING*

**FY 2018 - 2021 TIP Cost: (Million) \$16.119**

Unconstrained  
Information Year

MPO	PHASE	SOURCE	2018	2019	2020	2021	2022-2027
NJTPA	CON	DEMO-R	\$12.217				
NJTPA	CON	NHPP	\$3.902				
			\$16.119				

**PROJECT: Route 280, Route 21 Interchange Improvements**

**DBNUM:** 00314

**TYPE OF PROJECT CHANGE:** Addition of Project to STIP

**ACTION TAKEN:** Adds Route 280, Route 21 Interchange Improvements to the STIP.

Adds DEMO-R funding for CON in FY 18 in the amount of \$12.217M.

Adds NHPP funding for CON in FY 18 in the amount of \$3.902M.

**REASON FOR CHANGE:** Project was not fully authorized in FY 2017, and the project is not in the new STIP, therefore a TIP Amendment is needed to add the project and necessary funding to the new STIP for FY 2018.

**MPO ACTION REQUIRED:** Amendment

**FISCAL CONSTRAINT:** SEE NJTPA FY 18-27 FC Chart #2

**Route 280, Route 21 Interchange Improvements (BEFORE)**

Not in the STIP

**Route 280, Route 21 Interchange Improvements (AFTER)**

<b>MPO</b>	<b>PHASE</b>	<b>FUND</b>	<b>FY 2018</b>	<b>FY 2019</b>	<b>FY 2020</b>	<b>FY 2021</b>
NJTPA	CON	DEMO-R	\$12.217			
NJTPA	CON	NHPP	\$3.902			

FISCAL CONSTRAINT BANK BEFORE MODIFICATIONS										
FUNDING CODE	FUNDING CATEGORY				FFY 18	FFY 19	FFY 20	FFY 21	FFY 18-21	
<b>NET- FEDERAL</b>					<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	
PROJECT MODIFICATIONS										
PROJECT NAME	DB#	PHASE	FUND	COUNTY	FFY 18	FFY 19	FFY 20	FFY 21	FFY 18-21	
Route 280, Route 21 Interchange Improvements	00314	BEFORE		Various	0.000	0.000	0.000	0.000	0.000	
		CON	DEMO-RF		1.416	0.000	0.000	0.000	1.416	
		AFTER			1.416	0.000	0.000	0.000	1.416	
Route 280, Route 21 Interchange Improvements	00314	BEFORE		Various	0.000	0.000	0.000	0.000	0.000	
		CON	DEMO-RS		10.801	0.000	0.000	0.000	10.801	
		AFTER			10.801	0.000	0.000	0.000	10.801	
Route 280, Route 21 Interchange Improvements	00314	BEFORE		Various	0.000	0.000	0.000	0.000	0.000	
		CON	NHPP		3.902	0.000	0.000	0.000	3.902	
		AFTER			3.902	0.000	0.000	0.000	3.902	
Resources From Prior Year Deobligated Balances	N/A	BEFORE		Various	5.318	0.000	0.000	0.000	5.318	
		ERC	NHPP		(5.318)	0.000	0.000	0.000	(5.318)	
		AFTER			0.000	0.000	0.000	0.000	0.000	
<b>Total</b>					<b>10.801</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>10.801</b>	
FISCAL CONSTRAINT BANK AFTER MODIFICATIONS										
<b>NET- FEDERAL</b>					<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	
<i>... the net result for the first fiscal year must be that the Fiscal Constraint Bank has a zero or positive balance and that the net result for the constrained TIP/STIP period must also be a zero or positive balance. This will allow for temporary imbalances in the second, third, and fourth years, but will still maintain the overall Fiscal Constraint of the TIP/STIP. (MOU - Section C, Subsection 2, Paragraph 2)</i>										